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AC TRANSIT transit-times

For the Good of Your Community

Vol. 8, No. 9 OAKLAND, JANUARY, 1966

1965 Passenger Revenue Up; District Board Officers Returned for New Year

William H. Coburn, Jr., prominent Berkeley attorney, was re-elected this month to a second term as president of AC Transit's board of directors, continuing a brand of leadership which has seen the district continue to grow — in revenue earned and services performed.

Re-elected with him, by the same unanimous choice, was John McDonnell, veteran Oakland businessman, named for another term as vice-president.

A policy of service improvement — which dates back to formation and activation of the district — resulted in another calendar year of revenue and passenger increase — but not in a ratio to match the upward zoom of costs.

"Year-end figures show a revenue increase of 1.07 per cent over the previous year — and a 15.78 per cent boost over the year of 1960, when we went into business," Coburn said.

"Passengers for the 12 months totaled 52,775,800, an increase of .01 per cent over 1964 and a hike of 11.9 per cent over 1960."

In the same 12-month period, the board president pointed out, the operating expenses have increased about 6.5 per cent over the previous year. Since the district began operation in Oct. 1960, costs have increased a total of approximately 35 per cent, he added.

Drivers' base wages, for example, have increased from $2.40 to $3.16 an hour over the five-year period — an increase of 31.6 per cent.

An increase in commute and chil-

(Continued on Page 2)

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TRANSIT PULSE — Operating figures are studied as they click from IBM tabulating machine by, left to right, John F. Larson, treasurer-controller; John McDonnell, vice president, and William H. Coburn, Jr., president of board of directors.

New Business Sought to Meet Costs

(Continued from Page 1)

dren's fares, effective Jan. 1, was voted only after five months of consideration and ultimate rejection of other alternatives, Coburn said.

"We are confronted with an arbitration award which granted an increase of 6.47 per cent in total labor costs during the first year of a new contract and of an additional 10.3 per cent during the second year, representing $2,202,000 total. We also have the legal necessity to accrue annually nearly $1,200,000 to pay interest and principal on our bonded debt.

This summer it will be necessary to review the district's operating experience and determine what must be done to meet the fiscal requirements for the year ahead, he said.

"We must balance our budgets by generating new business—or by raising fares, curtailing purchase of new buses, or a combination of these."

"We intend to make every effort to increase our revenue—but we have to show a gain in business of nearly five per cent to meet the costs of the present fiscal period alone," the board head said.

Coburn pointed out that the district is actively engaged in stimulating riding, tailoring service to attract new commuters, promoting the "Stop-off and Go-Again" transfer plan as a convenience to all riders including midday shoppers and stressing the advantages of parking the family car in uncongested areas where no expense is involved and then taking advantage of frequent direct mainline service.

In the year ahead, the district expects to make further use of express services and other innovations, such as the articulated bus, to encourage riding, Coburn stressed.

He also revealed the district is busy working with the cities of Oakland and Berkeley to maintain rights of way and an uninterrupted traffic flow during construction of the rapid transit network—a period in which efforts will be made to lessen automobile traffic and parking, while maintaining fast and direct bus service.

IT'S TEMPORARY "time out" for 30 new buses, delivered in time for traditional holiday "gift" to passengers. Coaches, lined up for a breather at Emeryville Division yard, were put into service as they arrived, to keep Christmas shoppers rolling. Purchased for $810,000, they bring fleet of new buses to 370. Checking arrivals are maintenance foreman William N. Martin, left, and Glenn Ashmore, shop leaderman.

It's Been a Long Ride for This Commuter— Now on 51st Year of Transbay Traveling

When one of the district's most constant riders celebrated half a century of commuting, AC Transit joined in marking the occasion.

On the day R. J. Breuer began his 51st year of transbay travel, he was given a personal send-off by the president of the board of directors, William J. Coburn, Jr., and presented with an album of historical photographs, covering some of the transportation changes he has experienced.

The observance added another event to the memories of Breuer, who resides at 2724 Mabel St., Berkeley. But true to commuting tradition, he still made his usual bus — the 8:43 a.m. schedule on Line G at Grayson St. and San Pablo Ave.

Breuer, 70 this month, has ridden out the entire past of the Key System and the present of the transit district.

As a boy, he remembers the start of Key Route train and ferry service in 1903, although he didn't begin his workday riding until Dec. 26, 1915.

Born in Oakland, on 67th St., he began commuting from 40th St. and San Pablo Ave. When he built his Berkeley home 44 years ago, he switched to the Sacramento Street train. An insurance broker for the past 40 years, Breuer has offices at 220 Montgomery St.

Although he recalls the ferry boats as the most pleasant form of transportation, he also remembers his commute then took 50 or 60 minutes, compared to today's ride of 20 minutes.

He did a lot of reading on the boats, enjoyed the breezy trip and named his summer cabin at Villa Grande on the Russian River after one of the ferries, the "Fernwood."

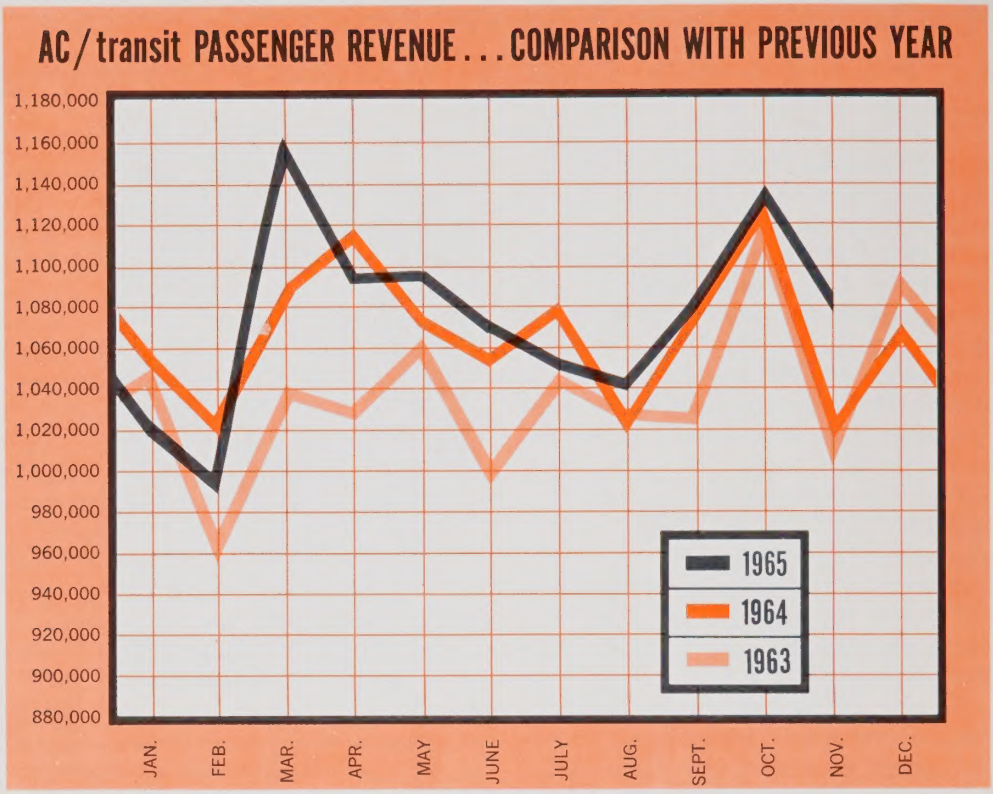
He also remembers the fogs, the many times the train underpass was flooded with water; other times when power failures brought transportation to a trapped halt.

WILLIAM J. COBURN, Jr., president of AC Transit board of directors, presents album of historical photos to R. J. Breuer, transbay commuter for past 50 years.

He recalls the original Key Route pier — and the fire that destroyed it the night of May 6, 1933. He worked late that night and arrived at the Ferry Building to see flames lighting the rainy sky. He got home by taking the Southern Pacific service.

Breuer was on the boat following the Peralta the evening the ferry dipping a bow into the bay, washing passengers overboard. He also "just missed" the Key System's first catastrophe, on Dec. 4, 1924, when a San Francisco-Sacramento Railroad train rammed into the rear of a stopped Twelfth Street train, killing 10 and injuring 30.

In sampling everything that floated or rolled transbay, Breuer has yet to pay cash. He's always traveled on a commuters ticket — and intends to keep right on doing so.



Transit business showed an increase for the month of November – in passenger revenue and the number of riders carried.

Rider revenue totaled $1,077,293, an increase of $61,438 or 6.05 percent over $1,015,855 collected in November, 1964. The number of passengers carried during the month on East Bay and transbay lines reached 4,371,509, a 2.41 percent boost over the 4,268,803 who used regular service during the same period a year ago.

Transbay commute sales totaled $184,141 as compared to sales of $170,250, a 8.2 percent hike over a year ago.

Operational expenses were up 14.15 percent or $146,738, with a total of $1,183,574 for the month. The large increase was attributed primarily to two wage increases granted union workers since November, 1964.

The district operated 1,896,694 miles of regular service in November, an increase of 63,327 miles or 3.45 percent over a year ago.

Total income of $1,316,385 was sufficient to cover operation and maintenance expenses, plus amortization and depreciation. Income did not provide, however, for full bond debt requirements. Deficit for the month totaled $51,800.

Seminary Drivers Carry Off Honors

Coffee and doughnuts were a holiday treat for drivers at Seminary Division, who won the safety contest for the month of November with a record of 13,129 miles per accident. The tally surpasses the goal of 12,600 miles per accident. Operators generally were being reminded to "take care" during the wet weather and to perform as "pro" defensive drivers.

BOYS get behind-the-scenes shop tour from maintenance veteran Richard Bertz. Group includes, from left, Howard Thomas, Mark Kauth, Wade Gex and Richard Bornstein.

AC Transit Juniors

The district acquired its first auxiliary this month—a group of youngsters who have dubbed themselves the "AC Transit Juniors."

The boys, students at Luther Burbank school in East Oakland, formed the club with the idea of helping out the district, while taking trips on different lines.

The "lieutenant" in charge, Howard Thomas, 11, of 6468 MacArthur Blvd., has been fascinated by buses since he was "young"—or at least since the district acquired new equipment.

"When I was in kindergarten, I wouldn't ride the old buses. I used to walk a mile home from school because I didn't like those old buses."

Although Howard sees the club as a "police action," with youngsters helping to keep order on the buses if it becomes necessary, he admits other club members are more interested in taking trips.

The "Juniors" made one bus excursion to Children's Fairyland and another to Knowland State Park, but their holiday highlight was a visit to AC Transit's Seminary Division.

They talked to operators, took a look at the training section, but were most enthralled by maintenance.

They were escorted into the pits to see what a coach looked like underneath. They got a look at the engine compartment. They visited at the machine shop and the stores department.

As a rare privilege, they also were allowed to sit briefly in the driver's seat to open and close the doors.

The best part of all?

They rode with a coach through the wash racks and had the fun of watching a bus "take a bath" from the inside out. That, in their words, was "neat!"

The club members have been given district emblems—which they carefully have sewn on their jackets. Howard also has purchased his own AC Transit tie-clasp, an initial step toward his goal of becoming a driver.

Already an expert on lines in East Oakland, Howard plans to expand the range of the organization, as well as the membership, after school gets underway.

OPERATORS get the word on accident costs. Clockwise are R. E. Zerkelbach, L. R. Thompson, Jackson Davis, Les Minear, assistant superintendent at Emeryville Division, and C. W. Sullivan.

Drivers Bac

R. M. DETLOFF, assistant superintendent at Seminary Division, takes drivers through class.

for Safety Course

IT WAS BACK to the classroom for all of the district's drivers as a safety refresher course rolled into high gear this month at each division.

The program is expected to continue for several months, with approximately 980 operators, in groups of 5 to 8, getting a new look at the principles of defensive driving.

At the same time, drivers will be given a long look at some practical figures – the actual costs of accidents, avoidable expenses which the district faces each year.

The course is being presented by superintendents and assistant superintendents, along an outline prepared by Safety Engineer G. G. Wadsworth. The instructors along with supervisors went to "school" themselves for a refresher before taking over the teacher role for the sessions.

Particular emphasis is being given to the responsibilities of a professional driver who, as a paid "pro," has to accept the fact that other drivers may be inconsiderate, reckless, unskilled, and indecisive.

Operators are being reminded of their responsibility to always think ahead and to prevent accidents, regardless of what the other driver did to cause the incident.

According to Wadsworth, the course is designed to get back to the fundamentals that a defensive driver commits no errors himself and makes allowances for the lack of skill or improper driving practices of the other fellow. He also adjusts his own driving to compensate for weather, road and traffic conditions, and is not "tricked" into an accident by unsafe actions of pedestrians and other motorists.

High cost and high frequency accidents are being discussed in particular, as well as specific types of personal injuries.

Added to the course, for the first time, will be street problems created by construction of the new rapid transit system and the handling of these hazards from a safe driving viewpoint.

The course makes use of slides to demonstrate points covered, and also includes demonstrations on a bus to show correct procedures.

ALL DRIVERS might think they know "how" to adjust that mirror. Les Minear illustrates the safe way for L. R. Thompson, left, and Jackson Davis. He holds on to stanchion, and not the door, to avoid a step fall.

Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month—letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

I want to send you my thanks and appreciation for your good service. . . . I had to go to the bank and stores and what a help to be able to transfer and get my errands done. All the business firms and users of the buses ought to thank you. I am one of the elderly ones and do appreciate it (Stop-off and Go-again transfer plan) and want you to know . . .

Mrs. Rose Knox
Oakland

☆ ☆ ☆

I would like to . . . thank the P.M. dispatchers at Division Two for the extreme courtesy they afforded me the evening of October 19 while I was attempting to find a flute my daughter had left on one of the buses. . . . They seemed quite busy with all the drivers coming in around 6 p.m., but yet made me feel that trying to find out what bus the flute could have been left on was the most important thing to be doing. . . . I have never seen such a friendly group and again I want to thank you. Incidentally, the flute was turned in.

Lyle N. Yates, M.D.
Oakland

☆ ☆ ☆

I wish to recommend highly your operator **F. M. Tinkham** of Line F for efficient, friendly and kindly service. As a local passenger . . . I saw evidence yesterday of a devoted employee. Here's to more of that kind.

Mrs. Orwell Logan
Berkeley

. . . I have been a rider on your bus line for many years. Without a doubt, I think **Carl Swanson** is the most polite and kindest driver on any of your lines . . . your bus company should be proud and honored to have him as an employee . . .

William Exley
Hayward

☆ ☆ ☆

After driving extensively in two major metropolitan areas, Los Angeles County and San Francisco Bay Area, I have found your bus drivers are exceedingly polite and careful . . . In contradistinction to drivers in San Francisco, they are not only careful and helpful to their fellow motorists in traffic, but have always, in my experience, given the other fellow right of way . . .

Marisa de Leon Perez
El Cerrito

☆ ☆ ☆

May it please you to know the courtesy and honesty of your drivers is deeply appreciated. . . . I board a bus 18 going east. . . . In a hurry and not thinking, I forgot to pick up the change of a $5 bill. Your operator, **B. L. Gehret,** kindly handed it to me after other passengers were seated. Please tell him Thank You for me . . .

Jack Whittingham
Oakland

High Voltage

How to Retire and Keep on the Move

Some people relax into leisure. Gordon M. Robertson, former superintendent of signals and communications for Key System, takes his in high voltage.

He's wired with so many activities, he keeps log books—at least on the intricacies of the circuits that flow around his home at 1278 Excelsior Avenue in Oakland.

Benjamin Franklin invented electricity. Robertson uses it. He has music pouring from an old-fashioned wall telephone, as well as from antique music boxes and modern equipment.

He can light — in the corners of his backyard — lanterns that came from the first Key Route ferry, the "San Jose." He can activate a fountain.

He can give a performance in a basement movie theater, with professional efficiency, as a photographer and projectionist.

When he has a showing, "Robbie" can softly dim the lights. The curtains slide silently open, uncovering his movie screen. Music or a sound track starts to roll.

And Robertson steps into a projection booth to give the full treatment to a film—usually one he has taken.

He might not find much time for his well-equipped photo lab, but he can take special pride in the equipment he has made to take time-lapse movies—the flower-opening type of films popularized by Walt Disney.

Robertson also maintains an excellent home work shop — 700 items, all catalogued, including a time clock.

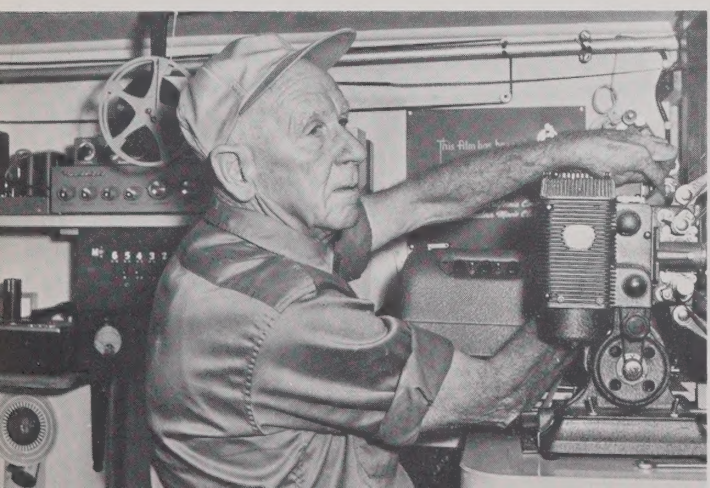
Maintenance work at an apartment house and interest in the California Railway Historical Society can be added to his schedule.

A chance meeting switched him into Key System channels in 1912. En route to get a ship radio operator's license, Robertson met the signal engineer for the Key Route. The pay, 25 cents an hour, sounded better at the Key Route, so "Robbie" went to work, digging a ditch across San Pablo Ave. A signalman, in those days, really started from the ground up.

Before he retired in 1958, Robertson clocked in 42 years in the same room "at the old shop at 40th and Hollis—and what a barn it was, too.

"I think I got any job that nobody else wanted — fires, accidents, derailments. I put more cars back on the track than anyone, I think."

Robertson not only kept the trains running, he "ran" with them to the end, outlasting the street cars and the last bridge trains before he left for what appears on the books as "retirement."



ELECTRICAL wizard of Key System days, Gordon Robertson keeps on the beam now with activities like operating his own basement movie theater. Photo shows his projection room.

What All Employees Should Kno

What about YOU this month – and your medical care and hospitalization? Benefits are being changed and improved – on a national scale by the government and on an individual basis by the transit district.

To help employees understand what they will receive – and what they must to – *Transit Times* is listing some questions and answers concerning Medicare. Also included is information on the district's own health benefits.

Q. What is Medicare?

A. It's a new law, blanketing three amendments to the Social Security Act. Social Security already provides retirement, survivor and disability benefits. Medicare, starting on July 1, 1966, will provide basic hospitalization and supplementary medical insurance for nearly all persons 65 or older, regardless of other social security benefits.

Q. What do I do?

A. If you are 65 or older, and a social security beneficiary, you will receive your application by mail. Otherwise, you must apply for the benefits at a social security office. If you want to be eligible when the program begins, you must enroll before March 31. Otherwise, you have to wait two years for benefits and pay more.

Q. Suppose I'm not 65?

A. You should enroll three months before your 65th birthday, so you can receive benefits as soon as you are eligible. Even though you continue to work after 65, you'll be protected with Medicare coverage.

Q. What does Medicare include?

A. The first amendment provides hospital insurance. It will be paid for with taxes, paid by employee and employers equally. Starting with the first pay day of this year, the social security tax paid by you and the district increased .35 per cent to finance the program.

The second amendment provides optional medical insurance. The charge to recipients upon reaching 65 is $3 per month and is matched with another $3 from federal funds.

The third amendment deals with those receiving public assistance, bringing under one program various medical care provisions for the needy. It will be administered by states along with their state and county programs.

Q. Will Medicare cover all expenses?

A. No. Hospital insurance will cover services and care ordinarily furnished for semi-private patients in general hospitals. It doesn't pay for physicians, routine physical examinations, drugs taken outside a hospital, dentist bills, eyeglasses and routine eye examinations, or other special charges.

Medical insurance includes services of doctors and specialists in office, clinic, home or hospital; ambulance service, diagnostic and therapeutic care.

w about New Health Benefits

Q. Should I cancel other health plans?

A. No. New kinds of private health insurance coverage will be offered by various carriers to supplement medicare.

Q. Will I automatically get Medicare or old-age benefits?

A. No, you must apply for them at the social security office. You do not have to pass a physical examination to get medicare, and you can continue working, if you wish. You will be eligible for medicare benefits for the rest of your life.

Q. What's going to be deducted from our checks now for Federal Social Security and State Disability Insurance Taxes?

A. For Social Security, 4.2 per cent from first $6,600 earned. Maximum annual deduction, $277.20.

State Disability, 1 per cent from first $7,400 earned, maximum $74.

Q. What about AC Transit's own health benefits?

A. Union members have decided to accept a choice of either the Blue Cross plan, with major medical coverage, or the Kaiser Foundation "JJ" plan, with comprehensive coverage.

Blue Cross includes basic hospital and medical coverage, plus additional major medical services, whereby Blue Cross pays 80 per cent and the patient pays 20 per cent, up to $10,000 for each major illness.

The Kaiser plan includes comprehensive hospital, medical and laboratory coverage, plus $1000 medical coverage outside areas in which they have hospital facilities.

Cards are being sent to the district's 1250 union workers, asking them to denote a choice of plans. The district hopes to have services in effect by March 1, at which time it is expected the ACT Employees Medical Plan will be discontinued. The present ACT plan was set up by employees in 1946. In recent years, Key System and then the district contributed to the plan.

Under the new health program, the district will contribute $15 per month for each union worker into the Blue Cross or Kaiser plan, boosting the amount to $18 per employee on June 1, 1966. Employees will pay for their own dependents.

Non-contract workers will continue to be covered by plans of Kaiser Foundation or Guardian Life Insurance Company, but starting on January 1, the district also began contributing $15 for each of these employees.

Non-contract Workers Receive Pay Increase

Although new increases in social security taxes probably "took it away" before employees had a chance to see it, the New Year brought a new wage scale to the district's approximate 175 supervisory and non-contract workers — a five per cent boost in salaries, effective Jan. 1.

The increase is equitable to that granted unionized workers under terms of an arbitration award. It adds about $115,000 annually to district expenses.

In addition to higher wages, non-contract workers will receive an additional holiday this year, Veterans' Day on Nov. 11. They also will have improved health, vacation and sick-leave benefits.

ACTIONS OF THE BOARD

At an adjourned regular meeting Dec. 22, 1965, the Board of Directors:

- Authorized Treasurer-Controller to participate as a member of national accounting division of American Transit Association, on motion of Director Bettencourt.

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At the regular meeting Jan. 12, the Board of Directors:

- Re-elected Director Coburn president of the Board for 1966, on motion of Director Bettencourt.
- Re-elected Director McDonnell vice president of the Board for 1966, on motion of Director Berk.
- Approved sale of district property to City of Hayward in connection with widening of Mission Blvd., on motion of Director Berk.
- Authorized appeal of Superior Court decision which directed the district to accept advertising from Women for Peace, on motion of Director Copeland.

transit-times

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BOARD OF DIRECTORS

WILLIAM H. COBURN, JR.	President
	Ward I
JOHN McDONNELL	Vice President
	Ward III
ROBERT M. COPELAND	Director at Large
RAY H. RINEHART	Director at Large
WILLIAM E. BERK	Ward II
WM. J. BETTENCOURT	Ward IV
E. GUY WARREN	Ward V

ADMINISTRATIVE OFFICERS

KENNETH F. HENSEL	General Manager
ROBERT E. NISBET	Attorney
JOHN F. LARSON	Treasurer-Controller
GEORGE M. TAYLOR	Secretary
ALAN L. BINGHAM	Public Information Manager

Transit Rolls Boosted by Additional Workers

Employees hired recently include:

Emeryville Division

Transportation: Marylee Ann Ehnen, 25923 Bryn Mawr Ave., Hayward, junior typist clerk.

Auto Maintenance: Eugene Vea, 2611 Carlson Blvd., Richmond; James McDonnell, 1560 164th Ave., San Leandro, service employees.

Bus Operators: Henry Spears, 1107 Center St., W. P. Williams, 6025 Herzog St., Apt. 1, W. T. Draper, 249 41st St., Julius Watson, 567 Vernon St., Howard Burch, 711-A East 19th St., J. H. Seale, 1916 East 26th St., Oakland; J. H. Kidd, 1701 Woolsey St., A. H. Juarez, 2425 Valley St., J. E. Jones, 1616 Russell St., Berkeley; B. E. Reynolds, 2802 10th St., Apt. 4, San Pablo; J. S. McKenney, 1433 Morton St., Vincent Marino, 1415 Morton St., Alameda.

Richmond Division

Maintenance: Jerry Wall, 1315 Dwight Way, Apt. F., Berkeley, service employee.

Bus Operators: E. E. Cooper, 477 Gilcrest Ave., Vallejo; Ray Skinner, 1151 Marionola Way, Pinole; S. E. Anderson, 353 S. 29th St., Richmond; C. M. Howard, 2520 Merritt St., San Pablo; F. L. Farmer, 3801 Solano Ave., Richmond.

Seminary Division

E. L. Luttrell, 1245 143rd Ave., San Leandro; W. A. Erdoisa, 1425 46th Ave., J. R. McNally, 774 20th St., C. P. Bovard, Jr., 1940 East 30th St., W. E. Thomas, 7878 MacArthur Blvd., Apt. 1, J. O. Hayden, 565 Oakland Ave., J. A. Doyal, 1958 36th Ave., Oakland; D. H. Robertson, 3047-D 62nd Ave., R. E. Madrid, 2839 69th Ave., Oakland; E. E. Cassell, 2043 Lincoln Ave., Alameda; O. E. Bibb, 1623 Fairview St., Apt. 3, Berkeley; D. G. Busey, 2686 Leeward St., Hayward; R. L. Sandwick, 18006 Almond Rd., Castro Valley; G. R. Mespelli, 5318 Mark Ave., Newark.

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AC TRANSIT transit-times

For the Good of Your Community

Vol. 8, No. 10 OAKLAND, FEBRUARY, 1966

District Carries More Riders than Ever During First Month of Fare Adjustment

The number of passengers carried on AC Transit buses showed a healthy increase in January, even though some fares were raised the first of the month.

Preliminary passenger revenue figures for the month totaled $1,146,300, an increase of $122,700 or 12 percent over the $1,023,590 collected in January, 1965.

Of that amount, General Manager K. F. Hensel attributed 4.6 percent to an increase in riding and the remaining 7.4 percent to higher fares.

Part of the patronage increase was credited to an extra work day, plus relatively better weather conditions as compared to the same month last year.

However, the number of transbay commute tickets collected in January tallied 401,640, a boost of 5.9 percent over the 379,313 taken a year ago.

Riding Increase

A passenger survey of youngsters riding the bus on a school day also showed in increase in children using the system.

The total of 15-cent fares collected on January 21, a Friday, came to 52,889, an increase of 1,004 fares compared to an earlier survey on a clear and warm school day in May, 1965. Revenue totaled $48,333, compared to $41,610 collected on the previous date last year.

Hensel reported to the board of directors this month that January's experience was one of the few times in the history of public transit that adjustments have been made in fares without a corresponding decrease in riding.

East Bay children's fares were boosted from 10 to 15 cents and transbay commute fares were upped 2 cents a ride, beginning Jan. 1, to help offset a $900,000 budget deficit for the current fiscal year.

Cost of Service

The increase was the first in transbay fares since 1955 and the children's fares had been at the same cash rate since 1957.

Hensel said acceptance of the fare hike apparently is based on public understanding that the new rate more nearly approaches the cost of providing a vastly improved service.

The number of transbay commute tickets collected in January, for example, increased 5.9 percent—from 379,313 collected in the same month a year ago to 401,640 taken in last month.

During the past five years, transbay commute service has been substantially expanded and speeded-up, with service extended to many new areas of the district and new buses added on the lines.

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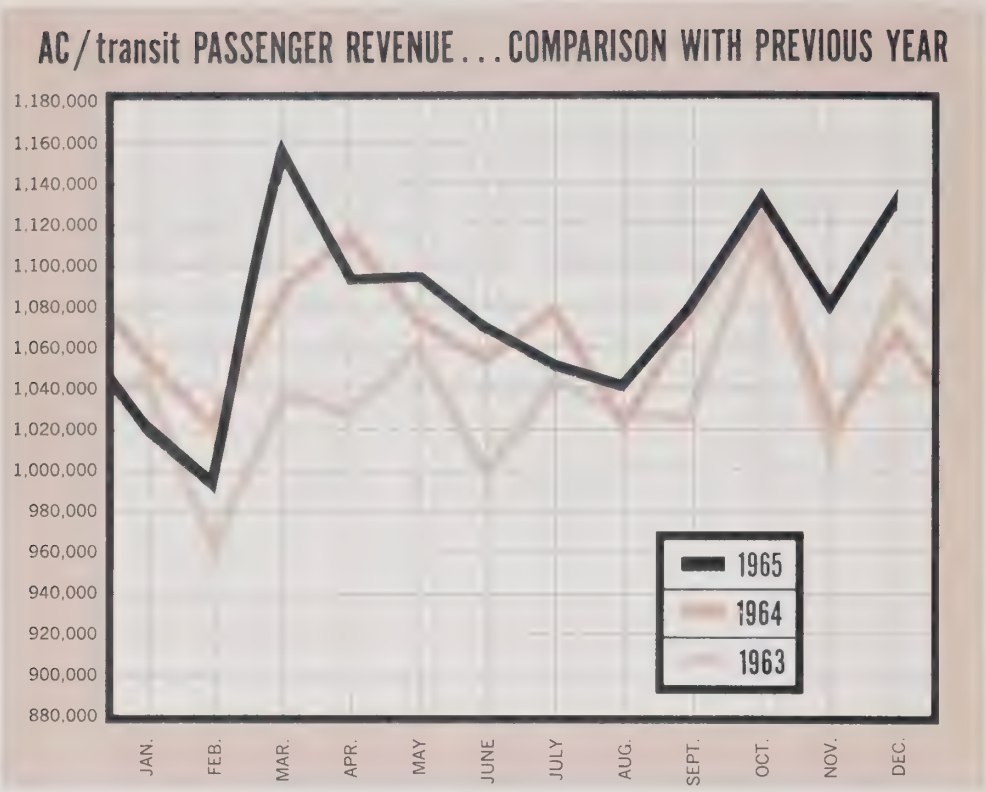

Business activity showed an increase during the month of December, with operating revenue and the number of passengers carried on the upturn for the period.

Passenger revenue totaled $1,128,136, an increase of $60,443 or 5.66 per cent over the $1,067,693 collected in December, 1964. Riders carried on East Bay and transbay lines totaled 4,455,371, an increase of 1.14 per cent over the 4,405,084 who used AC Transit service during the same month, a year ago. For the calendar year, the district carried a total of 52,775,800 passengers, an increase of .01 per cent over the previous calendar year.

Commute book sales also were up for the month, reaching $183,898, a boost of 7.8 per cent compared to sales of $170,606 in December, a year ago. The district operated 1,974,771 miles of scheduled service, up 47,545 miles or 2.47 per cent over the previous December figure of 1,927,226 miles. Operational expenses totaled $1,195,549, an increase of $83,284 or 7.49 per cent over expenses of $1,112,265 in December, 1964.

Total income of $1,353,841 was sufficient to cover operation and maintenance expenses, plus amortization and depreciation. It did not, however, provide for full bond debt requirements. Deficit for the month totaled $28,580.

Nationally, the industry indicated a passenger increase of 1.20 per cent.

Wages, Withholding Taxes Up in 1965

Wages paid to some 1,904 employees in 1965 totaled $10,479,630, an increase of $538,320 over the amount paid to 1,919 workers in 1964. John F. Larson, treasurer-controller, reported the amount of income tax withheld at $1,135,550. Social Security tax withheld totaled $248,920.

AISLE SERVICE—Coffee and doughnuts are a welcomed tribute to A. E. Archibald, 81, who started commuting in 1902. Transit secretaries Barbara Slover, above, and Maurene Layne substitute as stewardesses to serve passengers on Archibald's bus.

Who's the King of Transbay Commuters?

Old-time commuters were turning up this month to spark wonder about who takes the honors for the longest commute.

The span of travel record, so far, has been accorded A. E. Archibald, 81, prominent banking official, who began his transbay commuting in 1902, a year before the start of the Key Route.

Archibald broke his continuity in 1904, however, to go to Chicago for five years, so he has a competitor for actual time in Louis J. Gordon, 78, who has a been going to work in San Francisco for 58½ years.

The district revived a ferry boat tradition and served coffee and doughnuts to passengers on Archibald's Berkeley bus to San Francisco after it was discovered he was among the first to use Key Route service when it began in October, 1903.

Archibald, retired manager and board chairman of the San Francisco Federal Savings and Loan Association, earlier rode the Southern Pacific's steam train from Fruitvale, but was captured by the wonder of the electrically powered Key trains when he watched the inaugural trip.

Now a consultant for the bank, Archibald catches the bus at the Northbrae tunnel near his home at 1217 Josephine St., Berkeley. He has lived in the same house since 1917 and commuted from Berkeley since 1909, shading the record of a fellow resident, R. J. Breuer, 2724 Mabel St., honored last month when he began his 51st year of commuting.

Enjoying coffee and doughnuts with Archibald was another veteran of ferry boat days, Miss Lillian Roark, 1401 Sacramento St., Berkeley, who started transbay travels in 1912.

Her record is matched by Willard C. Mills, 986 Sunnyhills Rd., Oakland, who started riding the Key Route during the same year.

Resulting newspaper and television publicity also turned up Gordon, who lives at 2662 25th Ave., Oakland, in a house he helped his father build in 1907 when they moved here from San Francisco.

Gordon, who works for a stationery concern near the Transbay Transit Terminal, has traveled through most of the Bay Area's transportation history—even recalling the horse car line which ran from the Ferry Building to Sutter St., last of its kind in San Francisco.

In his years of commuting, first by Southern Pacific, then by Key System, he has never seen a serious accident, but recalls one time when his ferry drifted to Alcatraz Island before a rudder was fixed.

Pop Goes the Target

Sharpshooting Driver May Hang up Gun

When Mrs. Carl P. Colvin says her husband brings home the bacon, she really means the bacon. And ham and turkey, too.

A trap shooting champion of note, Colvin, 62, has just about bowed out of regular competition, but he keeps his hand in by participating in turkey and ham shoots.

The result: six turkeys in the pot during the past holiday season, 16 turkeys the year before, plus plenty of ham and bacon.

An eye ailment, apparently caused by an allergy, may shelve Colvin's 12 gauge pump gun. It already has resulted in his application for a disability retirement as a bus driver, as he concludes 25 years behind the wheel.

But even if his eyes bother him, he watches students walking by his home at 14823 Midland Rd., San Leandro, missing the ones who regularly rode with him on the Hesperian run (Line 93).

Brother of Bill Colvin, long-time bailiff with the Oakland Police Department, "Cal" came to California from Oklahoma in 1946, putting truck driving experience to work as a bus operator for Key System Transit Lines.

As a farmer, Colvin had always hunted, shooting jackrabbits, Bob White (quail to Californians) ducks, squirrel and deer.

Colvin found a place to hunt a problem in the West, however, and had just about put up his gun when he spotted a ham shoot one Sunday in 1953.

The ambling, quiet-spoken Colvin happened to have his gun in the car and soon had a ham to accompany it. He also had an invitation to go to a "registered shoot."

Attending the shoots of the Amateur Trapshooter Association and the Pacific International Trapshooter Association, Colvin won his first trophy a short time later.

Since then, he's won the state championship at 16 yards several times, the doubles (two targets at once) championship, and was runner-up to the State handicap. He also has the coveted "100" pin, for hitting 100 clay birds in a row.

After his eyes began troubling him, Colvin took up bowling, adding individual and team trophies from that sport to the collection of gold and silver trophies already collected for his shooting.

All are being boxed, however, for his new project — retirement at Clear Lake, where he can fish and pursue another activity — pinochle.

COLLECTOR — Carl P. Colvin keeps his gun polished, although eye problems have caused him to give up shooting — and driving. He's collecting bowling awards now to add to his trophies for trap shooting.

Our Stockholders Write

Have planned long ago to write to thank your company for the increase of the use of the transfer . . . it is most appreciated by all your passengers. Especially the older people. I used to walk many blocks when I had to stop off en route to do my shopping . . . thank you again . . .

Mrs. H. O. Akers
Berkeley

* * *

. . . I had occasion to take the 51 bus going toward Oakland from Alameda . . . the driver (**M. M. McMillan**) was certainly a living example of what more bus drivers should be like. In addition to appearing to be a thoroughly safe and competent driver, he was courteous and considerate . . . at one point he stopped a couple of seconds to wait for an elderly woman . . . he was friendly without being familiar . . .

Mrs. Ralph G. Parker
Alameda

* * *

Thank you for the literature you sent me that I requested. I did not know I could go so many places on the bus. I hope to see all of the Bay area this year. I do appreciate the "Stop-off and Go Again" privilege . . . Those Sunday passes are nice and I will enjoy them now . . .

Mrs. E. E. Hittle
Oakland

* * *

As a rider on the No. 18 Lakeshore-Park Blvd. bus I would like to tell you what a fine person you have as a driver (**Dorothy Torrenga**) . . . she is genuinely interested in each rider. She is friendly, courteous and kind. She is an excellent driver also; never nervous or irritated. She wins my nomination for "Woman of the Age" . . . not only of the year . . .

Mrs. J. R. Bates
Oakland

* * *

I write this letter to express my appreciation for the courteous service rendered by members of your staff. . . . I left a package containing valuable papers on the #15 bus and realized I had done this while waiting for the bus to Alameda at Randolph . . . I told my bus driver and a supervisor (**A. P. Noorda**) said they would contact the #15 . . . much to my surprise, Mr. Noorda came into our office and delivered the package to me personally before lunch . . .

Eleanor Devenny
Oakland

* * *

. . . I feel I must write to tell you of the extreme courtesy of your drivers and one in particular . . . I happened to be riding on the 15 line . . . over the 12th Street (dam), walking down the middle of the roadway, was a helpless, confused little old lady. The driver (**W. J. Coleman**) stopped the bus and at great danger to himself, went and took her by the arm and led her safely aboard his bus, . . . He then deposited her at a safe bus stop, again with much care and telling her where she was . . .

Mrs. Myrle Zuber
Oakland

Face of Transportation, 32 Years Ago

The Bay Bridge, under construction in the background, had yet to cast a shadow on the Key Route pier when this photo was taken in 1934. Five years later, on Jan. 15, 1939, first trains ran across the span and the era of piers and ferry boats was at an end. In the foreground is the Aeolian Yacht Harbor, later to become part of the Alameda Naval Air Station site. Beyond is the Alameda pier, with a Southern Pacific "Red Train" awaiting passengers from a docking ferry. Across the Estuary is the Western Pacific pier, and beyond, the Southern Pacific mole with white ferry boats churning up a wake. Bridge steelwork, aiming toward Yerba Buena Island (Goat Island, then), was winning a race with the Key System's trestle, life line of the network which evolved into AC Transit.

Neptune Beach — and Alameda 'Village'

Alameda had truck farms and a small-town air, but it also had the most famed water recreation center in Northern California when a photographer took this view from the open cockpit of a biplane. Although people had been flocking to this site since 1870, the Neptune Beach of memory was built in 1921 and famed for its swimming pool and over-the-waves scenic railway. Neptune Beach breathed its last in 1939 and was razed for the U.S. Maritime Training School. Now the area, at the foot of Webster St., is part of a state park.

AC Transit to Participate in Federal On-the-Job Driver Training Program

AC Transit has joined in the City of Oakland's on-the-job training program by agreeing to accept five trainees for instruction as bus drivers.

The selected men will be given six weeks of training and testing before they are accepted as bus drivers.

The instruction is underwritten by the Federal Government through provisions of the Manpower Development and Training Act and is designed to benefit unemployed or unskilled persons through actual performance of work. The applicants will be required to pass all qualifications for work before acceptance.

The district's participation in the program was approved by AC Transit's board of directors and by members of Carmen's Union, Division 192.

Workers Added to District Payroll

New employees, hired recently include:

General Offices

Accounting: Marlene Nestler, 5439 Camden St., Oakland, junior clerk.

Emeryville Division

Auto Maintenance: Rudolf Sachau, 730 Lilly Ave., Hayward, service employee.

Bus Operators: B. T. Wilkerson, 2101 Telegraph Ave.; I. W. Washington, Jr., 517 44th St., both Oakland; Norman Sharples, 1130 34th St., Richmond; H. M. Doucette, 107 Collingwood St., San Francisco; V. W. Murray, 2148½ Clinton Ave., Alameda; J. T. Pangelinan, 580 Vernon St., Oakland; M. L. Phillips, 2990 Dam Rd., San Pablo; R. S. Campbell, 8324 Ney Ave., Oakland; J. C. Wansitler, 1141 15th St., San Pablo; W. H. Harrison, 1488 Dolores St., San Francisco; M. G. Ham, 2064 35th Ave., Oakland; A. E. Guillemette, 1611 Santa Clara Ave., Alameda.

Richmond Division

Bus Operators: E. H. Jackson, 335 S. 23rd St., Richmond; M. C. Bircher, 439 S. 21st St., Richmond; W. L. Kersey, 2212 Ohio Ave., Richmond.

Seminary Division

Bus Operators: G. C. Brown, Jr., 963 Tennyson Rd., Hayward; A. B. Frierson, 99 Carton Dr., Oakland; J. R. Matthews, 37043 Edith St., Newark; R. D. Wilson, 5800 Walnut St., Apt. 306, Oakland; I. O. Hayter, 2237-C 62nd Ave.; D. S. Cutting, 24036 Edlo Dr., Hayward; C. W. Greenwood, 525 Hampton, Hayward; G. L. Reeves, 724 Lewelling Blvd., San Lorenzo; D. R. Murray, 531 Shepherd St., Oakland; R. S. Gomez, 378 Park St., San Francisco; H. L. Campbell, 2235 Foothill Blvd., Oakland; J. W. Warren, Jr., 27376-B Locust St., Newark; S. J. Stammet, 5717 Harmon Ave., Oakland; Henry Grier, 9941 C St., Oakland; H. L. Dendy, 3739 Park Blvd. Way, Oakland; Peter Mazuca, Jr., 5308 Fairfax Ave., Oakland; C. T. Hetrick, 36780 Charles St., Newark.

IN MEMORIAM

Hiram M. Wookey, 72, former bus operator and supervisor, who has been living at Clear Lake Oaks since his retirement in 1963, died on Jan. 15. He entered service in 1942 and was made a supervisor in 1946.

Timothy McCarthy, 79, of 1431 Jackson St., Oakland, worker on the Key trains from 1940 until retirement in 1958, died on Dec. 8.

Manuel E. Tavis, 73, who died Dec. 27, worked from 1917 until 1948 in the electrical department. He lived at 515 14th Ave., Oakland.

ACTIONS OF THE BOARD

At the regular board meeting February 9, 1966, the Board of Directors:

- Retained Lybrand, Ross Bros. & Montgomery to perform audit for 1965-66 fiscal year, on motion of Director Rinehart.

Committees Named For Calendar Year

Director William E. Berk of Richmond will head the district's project development committee during the coming year, while Director Robert M. Copeland of Kensington will serve as chairman of the committee on personnel and public relations.

Director Ray H. Rinehart of Piedmont has been asked by William H. Coburn, Jr. of Berkeley, president of the board, to continue as chairman of the finance committee.

Director E. Guy Warren of Hayward will serve as chairman of a special legislative committee and Director John L. McDonnell of Oakland, as chairman of a committee on land.

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RAY H. RINEHART . . . . . Director at Large
WILLIAM E. BERK . . . . . Ward II
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

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JOHN F. LARSON . . . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . . . . Public Information Manager

5

New Revenue Records Reached in January

Revenue records toppled on both express lines and transbay service during January. A new high was reached on the express lines on Jan. 14, with revenue of $3,234. On the same day, transbay lines took in $19,682.

Passenger Shelter Erected in Richmond

Welcomed weather protection was provided for West Contra Costa riders this month as the district erected a new passenger shelter on Macdonald Ave., at San Pablo Ave. in Richmond.

The shelter, located in the parking lot of the Mira Vista branch of the Bank of America, provides protection for passengers using transbay Line L service, local Line 72 and the inter city express Lines 31 and 33.

The facility is the latest in the district's program of providing the greatest possible comfort for its riders. Other shelters are located in San Leandro, Washington Manor, Parchester Village, Castro Valley, downtown Oakland and Emeryville.

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For the Good of Your Community

Vol. 8, No. 11 OAKLAND, MARCH, 1966

A New Concept in Public Transit

AC Transit departed from accepted motor coach design this month and presented the first Freeway Train — an experimental articulated bus that can carry 77 passengers in unusual luxury and economical efficiency.

First model of its kind in the nation to be tested in public transit, the duobus has been assigned to transbay lines, where it is expected to provide increased satisfaction for present riders and attract new patrons to district service.

Shakedown Run

Before the experimental model took over a regular run, it was given a trial on the transbay Line N (MacArthur Blvd.) schedule March 14, with the public — including newspaper, radio and television representatives — invited aboard as first passengers.

The Freeway Train also was put on all-day exhibit at prominent locations in eight major East Bay cities and at the Transbay Transit Terminal in San Francisco, with residents "welcomed aboard" for a personal look at the long, sleek and streamlined twin unit.

Among luxuries which attracted particular interest were:

- Padded bucket seats, finished in decorator colors of brown and orange.
- High-level viewing through picture windows, opening new vistas to even the most veteran of riders.
- An observation lounge, almost totally glass enclosed, with tables especially fitted to accommodate foursomes at cards.
- Subdued music from a hi fidelity system of 28 speakers — each individually volume-controlled.
- Newspaper vendor racks for the latest editions.
- Overhead storage racks for hats, coats and packages.
- Three-tiered lighting, and a mounted wall clock.

The bus driver and a district "stewardess" were on duty during the two-week exhibit period, to keep the public supplied with illustrated folders which describe the bus and its advantages, and to answer questions.

(Continued on page 2)

DELUXE TRANSIT — Luxuries offered by Freeway Train include storage racks, card tables. Coach bends in middle.

Experimental Freeway Train Unveiled

(Continued from Page 1)

As a welcome surprise, complimentary coffee was served to viewers in the different cities through the courtesy of Hills Bros. Coffee — carrying on a company hospitality tradition dating back to 1878.

Civic leaders, on a state, county and city level, as well as business representatives, received special invitations to view the bus in downtown Oakland or at prominent sites in their home cities.

First day riders on March 14 received a souvenir ticket, which recorded they were among inaugural passengers.

Most frequent question concerned how "it works."

The Freeway Train swivels in the middle, permitting relatively short turns and efficient maneuverability. It is powered by a new 262 horsepower Cummins diesel engine and has a new transmission, with a retarder that helps braking and improves safety. "Torsilastic" suspension for each wheel provides exceptional riding smoothness.

Because of the height — 10 feet, 10 inches — wheels are completely below the passenger compartment and no wheel housings interfere with comfortable seating.

A two-way radio system provides instant communication between the operator and the dispatch center, adding to service efficiency.

Purchased from Continental Trailways, the articulated unit was developed for district experimentation by the engineering firm of DeLeuw Cather & Co.

The re-designing included a "new look" for the outside, as well as the inside. The main exterior section of the 60-foot long bus is of gold anodized aluminum, set off by a white top. Green and persimmon were used to highlight the gleaming exterior. The bus carries the district's name, in large letters, and its own number: XMC77, signifying "experimental coach."

The front of the bus also was given a "face lifting," in streamlined design.

A Reluctant Hero

Operator Braves Fire to Help Others

How often does a man have to be tested by fire? Or prove he can "do what he has to do."

Bus driver I. W. Washington, 26, of 517 44th St., Oakland, might feel that he's faced fire—and been under fire—often enough.

But he didn't hesitate to pull a crippled man from a burning car and to put out the flames, a short time after he started to work for AC Transit.

He suffered blistered hands and some matching painful memories, adding to a dread of fire that nine years ago compelled him to risk his life.

Washington was awarded the Carnegie Medal for heroism and the National Court of Honor, highest award of the Boy Scouts of America, after he saved six children from suffocation in Houston, Tex., on June 15, 1957.

Compelling him, he believes, was a fear of fire dating back to childhood, when he watched helplessly as a truck driver burned to death.

Driving home from a movie in Houston, Washington smelled smoke and found the rear of a building on fire. He knocked on doors to awaken inhabitants, and behind one locked door, "heard some kids inside,"

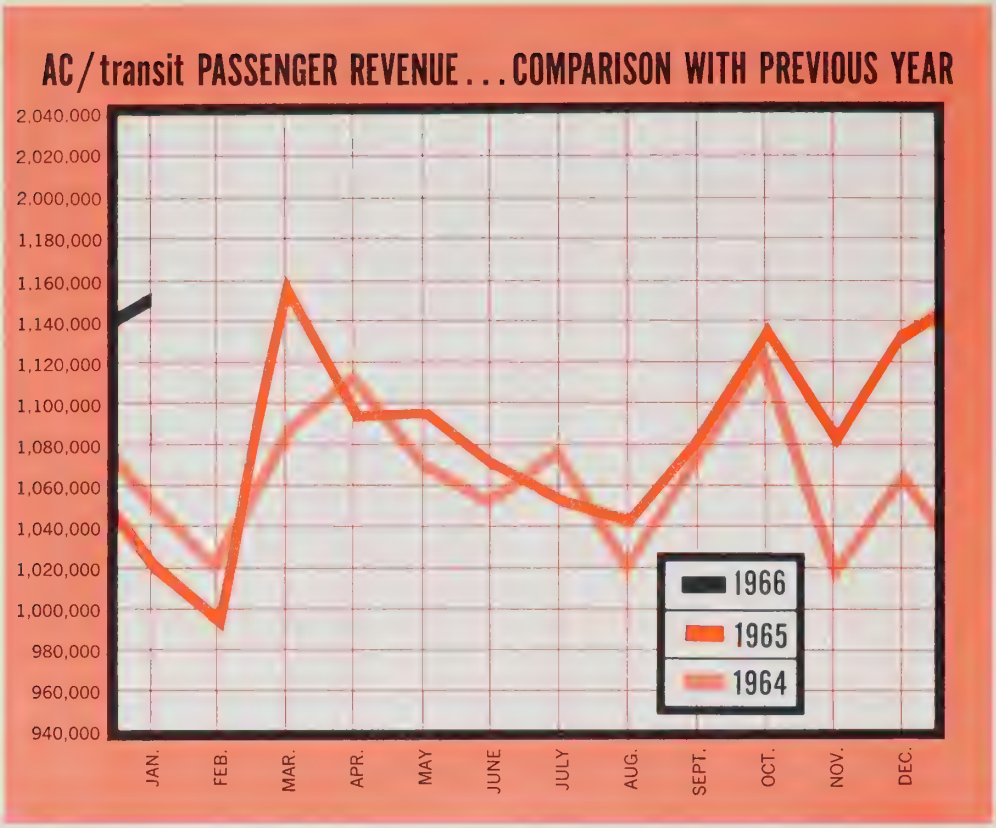
"They had been left alone and were too scared, I guess, to open the door. I went around to a window and smashed it with my fist and went in . . . they tried to hide from me and even threw things at me.

In all, Washington made three trips into the smoldering room, carrying out the six youngsters before he fell unconscious over the window sill and was pulled out himself, to be hospitalized with cuts and smoke inhalation.

Similarly, Washington moved into action in Oakland recently when he saw a burning car at San Pablo and Stanford Aves. while he was between runs. Trapped in the car, with his wheel chair in the back, was W. J. Summers, 1015½ 47th St., a victim of arthritis and a heart condition.

Washington lifted Summers from the car, then put out the flames. According to the operator, he got well acquainted with fire of another kind in Vietnam, winning the Bronze Star, Silver Star and Purple Heart while serving with the 101st Airborne Division as a paratrooper. A staff sergeant in the reserve, Washington keeps "in" with things as a member of skydiving and skindiving clubs.

FOR VALOR—I. W. Washington adds "brass" of his new AC Transit badge to his Carnegie Medal and other tributes to past heroism.



The district's financial stability showed a gain during January, boosted by an increase in riders and by a raise in fares for children and commuters.

Passenger revenue figures for the month totaled $1,148,547, an increase of $124,957 or 12.2 per cent over collection of $1,023,590 reached during the first month of the year in 1965. Riders carried on East Bay and transbay lines totaled 4,416,066, up .84 per cent over the 4,379,141 who rode with the district in January, 1965. Commute book sales totaled $186,559, an increase of 7.3 per cent compared to sales of 173,889 in the same month, a year ago.

The district operated 1,939,811 miles of scheduled service, an increase of 63,289 miles or 3.4 per cent over the year-ago figure of 1,876,522.

Total income of $1,384,463 was sufficient to cover operational costs, which reached $1,202,349; an increase of $96,423 or 8.7 per cent, plus amortization and depreciation. It did not, however, provide for full bond debt requirements. Deficit for the month totaled $4,667.

Nationally, the industry indicated a riding decrease in January of over 11 per cent.

Masonic Club Installs New Officers

New officers of the AC Transit Key Level Club were installed this month, with George A. Walden taking over as president. Others include G. L. Harrison, vice president; L. H. Minear, secretary, and B. V. Brower, treasurer. The board of governors includes Melvin Young, Reginald Botell, Everett Towers, D. J. Potter, W. E. Holbrook, J. C. Chapman and H. K. Peterson.

WELL DONE — John Chapman celebrates retirement at maintenance department party. Bus driver Levurn Ferris receives pin from transportation superintendent J. D. Goodman, at right.

Retiring Workers End Transit Career

John C. Chapman, 65, turned in his tools for fishing gear this month, after over 48 years of transit service.

One of the district's real "old timers," Chapman went to work for the Key System in January, 1918, as an apprentice machinist at the shops, following the footsteps of his father, a veteran motorman and mechanic.

In 1930, Chapman became a foreman, heading up the machine shop, and electrical, air brake, truck and blacksmith shops at different times. He also was night foreman on the inspections pits at the Oakland yard, remaining there until the trains went off in 1958.

Before Chapman officially retired, the maintenance crew at Emeryville Division gave him a sendoff that included a number of gifts, enough cake for the gang and presentation of his retirement pin.

E. A. Towers, general superintendent of maintenance, presented the pin, while Frank Johnson acted as master of ceremonies for the farewell party.

Chapman plans to roll his trailer from 11408 San Pablo Ave., El Cerrito, to a mobile home park on the Sacramento River near Corning, where he'll "home base" with Harold Hayden, former superintendent of the Oakland yard, and another fishing companion. Future plans depend on "where they're biting."

A pension also was approved for Levurn W. Ferris, 65, 1067 Evelyn Ave., Albany, who went to work as a street car motorman in 1945 and switched to bus driving in 1947. A veteran on Line 51 (College - Santa Clara), Ferris received a 12-year pin for his safe driving record, as well as a retirement pin from J. D. Goodman, transportation superintendent at Emeryville Division.

Miss Corrine Poe, 65, of 66 Albion St., San Francisco, concluded 21 years as a ticket seller, working at the Transbay Transit Terminal. She went to work in 1944 and spent her transportation career in San Francisco.

Treat Time for Drivers

Drivers from Emeryville Division won the safe driving contest in January with a tally of 12,689 miles per accident —89 miles over the goal and enough for traditional treat, free coffee and doughnuts.

Our 'Stockholders' Write

. . . I would like to tell you about one of your drivers. His name is **Harvey Jackson.** He is so courteous to everyone, always says goodnight. So many drivers get complaints, but I have never run into one yet that hasn't been nice . . .

Mrs. Blandina Logan
El Cerrito

☆ ☆ ☆

. . . this is a register of "compliment" rather than one of complaint. As a fare of AC Transit many times a week, I would like to commend the drivers of your lines on their courtesy and good nature at all times . . . I realize how trying the public can be at times, but your employees seem to handle the situation very well . . . on many occasions, I have seen them do a kindness, or favor, to people . . .

Al Howard
Oakland

☆ ☆ ☆

. . . I would like to compliment you, and your staff, for the excellent service rendered me . . . not only are your drivers extremely polite, very cautious and capable at the wheels of those huge buses, but they also are very intelligent in their manner of speech and choice of words. . . . They are most certainly well-trained and thoroughly qualified to meet the public half-way in the most harrowing, nerve-wracking job imaginable!

Judd Jorgensen
San Francisco

I wish to tell you of my gratitude for the honesty and integrity of some of your employees . . . principally one driver, **J. W. Pryor.** I left my purse on the bus and he found it and turned it in to the office . . . coupled with your efficient help in the office, I feel you are most fortunate in having such men in your employ . . . My faith in humanity was indeed strengthened by this experience!

Mrs. M. Miller
Oakland

☆ ☆ ☆

In a number of years of riding your buses, I have never come across so cheerful and pleasant a bus driver as one I had last night **(H. W. Gerlach)** . . . Not only was he cheerful with the passengers, he also seemed to enjoy the driving very much. I happened to sit near the front and it was a joy to watch him . . . he was not at all reckless, though . . . I hope you will let him know how much I enjoyed riding with him.

Lesley Linebarger
Berkeley

☆ ☆ ☆

Please put a gold star against your operator's name **(L. W. Davis)** . . . he was most helpful and kind when I was on wrong Berkeley buses and this little old lady is appreciative . . .

Mrs. M. Bernhard
San Francisco

Death Takes Toll Among Transit Veterans

Workers of many years standing, some of them on the job and some of them part of the transit past, were taken by death this month.

The group included bus driver Lyle P. Hale, 60, of 2538 Barclay Ave., Union City, who received his retirement pin from T. P. McLean, transportation superintendent at Seminary Division, a few days before his death on Feb. 24.

The operator, who started work in 1936, had been granted a disability pension effective March 1. He worked on the one-man street cars for 12 years before becoming a driver in 1948.

T. P. McLean, left, and Lyle Hale

Death also unexpectedly took Mrs. Mabel Firchow, senior account clerk, who as "accounts receivable and payable" had been writing the checks to pay the bills in the treasurer-controller's department for the past four years.

Mrs. Firchow, who died on Feb. 22, had been a member of the accounting department for 23 years. She made her home in Napa with her husband, Fred.

William R. Hill, 89, of 1315 95th Ave., Oakland, who was pensioned in Sept., 1947, died on Feb. 20.

He entered service in 1916 as a street car operator and in 1933 became a watchman, retiring from that position at Emeryville Division.

Dominick Marini, 78, of 2026 Dwight Way, Berkeley, pensioned June 1, 1939, died on Jan. 6. He spent nearly 21 years as a street car operator before retirement.

Two former workers died on Jan. 16—Sheldon A. Dunbar, of 16158 Yale Ave., San Lorenzo, a bus driver from May, 1946, until last August, and former Supervisor Harry Fowler, who worked for the Key System from 1948 through Feb., 1956.

E. L. Estacaille, 63, 1855 70th Ave., Oakland, who worked on the trains as a motorman and then as a ticket collector at the Transbay Transit Terminal, also died in January.

District Grants First Military Leave

Memories of other wars took on actuality this month as the district granted its first military leave of the Vietnam conflict to Roger McCluney, 20, vault clerk at the General Offices.

McCluney, of 2405 Yaffey Dr., San Leandro, was accepted for the Army's officer candidate school and left for the initial part of his training early in March—but not before fellow workers in the treasury department staged a farewell party and cut a cake which bore two American flags and the message: "Good Luck, Roger."

A recent graduate in business administration at California State College at Hayward, McCluney decided he wanted to fulfill his Army obligation—not as a draftee, but as an officer.

He had worked for the district for almost five years, dovetailing his hours to carry a full program at college. His next goal is "to support President Johnson's policy in Vietnam — my personal feelings are not important—I'm ready to obey orders," McCluney explained.

Roger McCluney

After that he intends to return to the district and to continue his studies to obtain a master's degree.

Actions of the Board

At an adjourned regular meeting Feb. 23, the Board of Directors:

- Authorized Public Information Manager to attend regional conference of American Transit Association, on motion of Director Rinehart.

☆ ☆ ☆

At the regular meeting March 9, the Board of Directors:

- Authorized preparation of specifications and advertising for bids to equip 300 buses with two-way radio communications system, on motion of Director Rinehart.
- Authorized General Manager to apply to U.S. Department of Housing and Urban Development for a capital grant of matching funds to purchase 30 new buses, on motion of Director Bettencourt.
- Approved service extensions on Lines 55 (Dutton Ave.), 90 (Santa Clara St.) and 92 (Calaroga Ave.), and inauguration of service on Sequoia Rd., Oakland, on motion of Director Bettencourt.
- Authorized memorandum of understanding with Contra Costa County in connection with county land use and transportation planning study, on motion of Director Bettencourt.

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WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

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ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . . . . Public Information Manager

Federal Grant Sought to Buy New Buses

The district will seek federal funds to purchase another 30 new buses this year to keep pace with operational requirements.

Directors authorized General Manager K. F. Hensel to apply to the U.S. Housing and Urban Development Department for a capital grant of matching funds toward purchase of coaches.

Financial aid is essential to take advantage of an option to buy the coaches at the same price paid for a like number of buses last year, Hensel pointed out.

Board action followed a report by the finance committee that reserve funds are available to cover only half of the purchase price.

Governmental aid would enable the district to add another 30 buses to the fleet. To date, the district has spent $10,876,000 on new equipment.

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For the Good of Your Community
Vol. 8, No. 12
OAKLAND, APRIL, 1966

Articulated Bus Receives Enthusiastic Welcome During Introduction to Public

If you turn out a better bus — or at least one with more customer appeal — the public will turn out to appreciate it.

This was the district's experience this month as the new Freeway Train made its debut in a series of public appearances, then went into service on transbay lines.

The experimental, double bus aroused outstanding rider interest and public notice.

Typical comment from passengers included:

"It's real comfortable." "I think it's tremendous." "It's really great."

"I like the music, the little extras." "I like the seats . . . it's a relaxing way to start the day."

Riders were intrigued by the way the bus bends in the middle to go around corners and by the way it "humps" when it goes over bumps.

They enthused over newspaper racks, where latest editions could be purchased; over background music, and over the new view of familiar scenes, presented by high level riding.

The observation lounge, with its twin card tables, particularly was popular. One of the first passengers, a mother with three young daughters, found it handy for toys and snacks.

Thousands of viewers saw the bus on its first day of service as television

ON THE DOUBLE—Longest bus rolls on initial run as commuters share double bus with "fun riders" sampling new features of 77-passenger articulated coach.

stations in the East Bay and at Sacramento presented programs featuring the Freeway Train as a new form of transportation—a different concept of public transit that opened the door to high-capacity, more economical, yet more luxurious travel.

Similarly, newspapers ran a number of articles and photographs, giving the 60-foot-long twin bus an extensive introduction.

Twice as many passengers as usual rode the bus during its inaugural service, more than doubling patronage.

(Continued on Page 2)

NEW CONCEPT — Freeway Train riders enjoyed these features (from above, left): view from observation lounge, the bend as twin bus took turn, newspaper racks in middle, and seats for all commuters.

Freeway Train Viewed by Thousands

(Continued from Page 1)

Probably the most constant rider, however, was Patrick McCannon, 14, of 7810 Sanford St., Oakland, who spent most of Easter vacation riding the 77-passenger, "double jointed train."

A real "addict," Patrick particularly liked to ride in the "second joint" to watch the turns. He also liked the "control panel."

"But that door really cracks me up," the boy reported. "The driver presses a little tiny button and it opens!"

While Patrick found the bus "as beautiful as a rocket," others likened it to an airplane and a modern train.

During the two weeks the experimental coach was on public display in East Bay cities and at the Transbay Transit Terminal in San Francisco, some 11,813 residents took a personal look at the double bus.

They commented favorably on the luxury features, especially the padded bucket seats and sponge rubber flooring. They especially welcomed complimentary coffee, served by district personnel, dressed as "stewardesses" — fitting touch for a transit innovation.

The color scheme proved to be a real eyecatcher, with seats in brown and orange; lounge in blending "sunglow."

Escape From Death —

Driver Helps Wife Write First Book

The world has become an incredible background to bus driver K. E. Billingsley.

And a trail marked from Denmark to North Africa, to Italy and to the United States is as familiar to him as the runs he makes on the transbay N Line and on Line 82.

The experiences are his wife's, Chris, but they have become actualities for Billingsley through writing help he has given over the past 4½ years.

Mrs. Billingsley, attractive and determined, has written a book about her trials during World War II: "The Nazis Called Me A Traitor."

She started the laborious job of trying to translate her diary from German to English before she and Billingsley were married in Seattle in 1961.

English to English

Since then, he has worked with her, "putting the English into English and then having it put into English again." Finally, last month, the book was published by Exposition Publishing Press of New York and is available now at local book stores.

Ahead are movie prospects, other books and a lecture tour, being arranged by the Bureau of National Defense, State Department of Education, which calls for Chris to describe "the history of World War II" at colleges in this country.

The Billingsleys live in an apartment at 9714 Cherry St., Oakland, spending much of their time in a map-lined study, where they work on piecing together her perilous teen-age years as a German citizen—sought, imprisoned, escaped, wounded, captured, freed.

Friend of Rommel

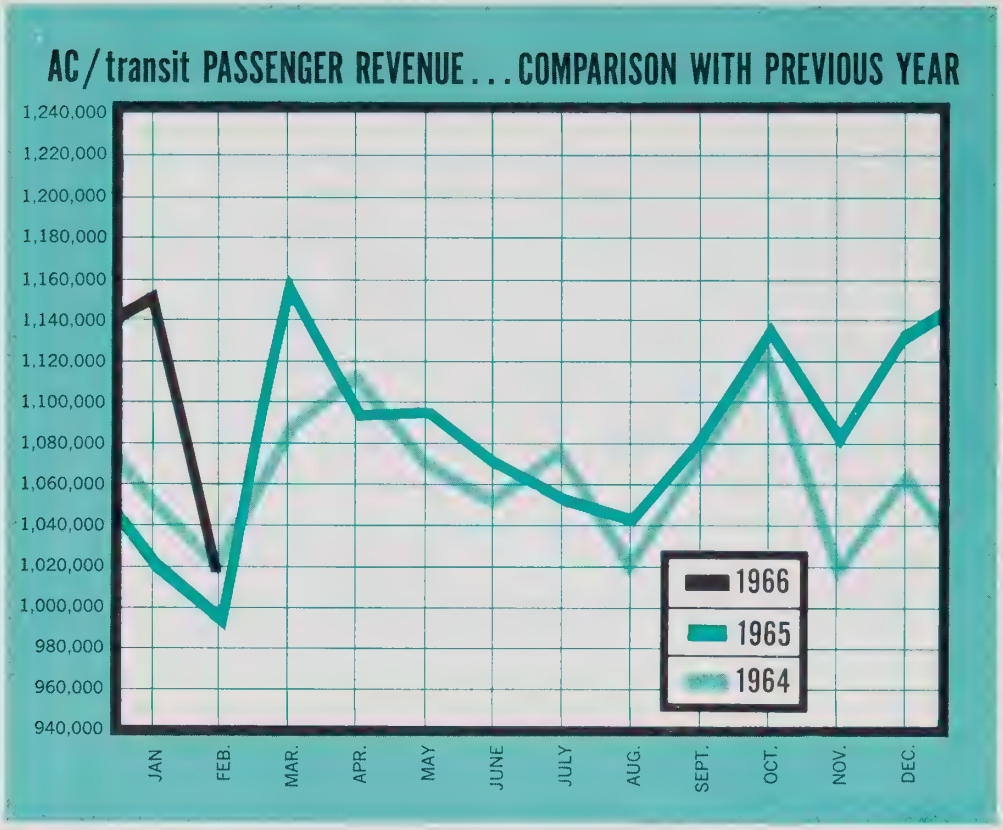
A close friend of General Rommel, the famed Desert Fox, and one of the few persons he trusted, Mrs. Billingsley has a tremendous number of documents to support her story. Family mementoes include a photograph of Adolf Hitler, taken in 1929—and his signature, as well as that of Goering.

Her epic begins in Denmark, where she went as a 17-year-old to take a job as a radar operator, two days before the outbreak of war. Arrested by the Nazis and condemned to death, Chris tells in her book of how she escaped, walking to Italy, fleeing again to North Africa. Arrested and wounded there, after she became an underground messenger, she was befriended by Rommel, then deeply involved in a plot to kill Hitler.

Sent by Rommel to Reggio, she had to flee again—this time from both the Nazis and the Allies. Surviving the battle of Monte Cassino, Chris finally reached America in 1947.

She now is working on a follow-up book, covering the years 1945-47 — "even more scandalous!" she intimates.

LONG HIKE — Operator K. E. Billingsley and his wife, Chris, study the path of her incredible flight from the Nazis—and Allies —in World War II.



Passenger revenue showed a slight increase during February, reaching a total of $1,018,846 – a boost of 2.9 per cent over the same month a year ago.

Increased revenue was attributed to the recent fare increase affecting youngsters and transbay commuters. The number of passengers carried was down 6.6 per cent compared to February last year, with a total of 3,920,829 carried this February. The month experienced seven days of rain and only 12 clear days as compared to 1 rainy day and 22 clear days last year.

Commute book sales totaled $169,988, an increase of 2.5 per cent over sales of $165,815 in February, 1965.

The District operated 1,756,216 miles of service, up 27,979 miles or 1.6 per cent over the miles tallied a year ago. Total income of $1,251,902 was sufficient to cover operational costs – which reached $1,110,914, an increase of $45,353 or 4.3 per cent over a year ago – plus amortization and depreciation. Total income did not, however, provide for full bond debt requirements. Deficit for the month totaled $45,742.

Service Improvements for South County

Service improvements inaugurated during the month included:

First bus service for San Leandro Marina, through extension of Line 55.

Saturday service for area south of Orchard Ave., Mission Blvd., and Fairway Park through new shuttle, operating to Hayward and Southland.

Extension of Line 90-92 loop to Calaroga Ave. area, east of Tennyson Road.

Addition of another bus to morning commute service on transbay Castro Valley Freeway Flier.

"WEIGH" OF OPERATIONS – Mrs. Dorothy Kirkby weighs tickets, to aid in computation of riding and revenue.

Veteran Employees End Long Years Of Transit Service

The woman with perhaps the most "weighty" job with AC Transit is among veteran workers who will "weigh anchor" shortly for pension projects.

Mrs. Dorothy M. Kirkby, ticket clerk in the treasury department, has the job of weighing all the tickets that trickle into fare boxes. From her busy scale comes the information coupled with token and cash tallies, that gives the passenger count and the passenger revenue for each day.

Mrs. Kirkby, who lives at 3815 Webster St., Oakland, will retire July 1.

A former secretary in her home city of Victoria, B.C., Mrs. Kirkby planned to work only six weeks when she took over a friend's job in the ticket department at the Transbay Transit Terminal in San Francisco in 1946. Instead, her agreement to work "only a little while" stretched into 20 years.

She visits her homeland frequently, but has no specific plans yet for her retirement.

Richard V. Collicott, mechanic Class A at Emeryville Division, who retires June 1, is all plans, however, combining thoughts of trips, gardening, work around the house and further pursuit of his hobby, ornamental ironwork.

Active in the First Babtist Church in Albany, Collicott found it difficult to borrow candelabra when needed for a wedding or other occasions, so decided to try making one.

"I put together a torch and made one out of scrap. So I've been making things since – mostly candelabra and things like that, though I made a porch railing for a friend."

The same friend suggested that Collicott apply for work at the Key System shops in 1938, after he arrived in this country from England, where he had served his apprenticeship.

Collicott, of 532 Talbot Ave., Albany, worked "on the rails" until the trains went off in 1958, moving then to motor coaches.

A pension also has been approved by Claude L. Masonheimer, 509 Sycamore St., Oakland, bus driver, who went to work in 1946 and drove until illness took him out from behind the wheel.

ENGINES TO IRON – Retirement will give Richard Collicott more time for his hobby of ornamental ironwork.

Our 'Stockholders' Write

I would like to express my appreciation of your new liberal transfer policy. To be able to step off one bus line and, if necessary, transfer back on the same line is a great convenience to me and I am sure to all the bus riding public. I believe that if many of the habitual car users, especially women shoppers, knew how flexible the bus system has become, they would leave their cars home....

Mrs. J. W. Vance
Berkeley

* * *

...I am a daily commuter on the 69 Richmond Line . . . I wish to commend your driver (**H. B. Hofman**) . . . he operates his bus smoothly and efficiently; he is firm yet kind with the school children; he is patient and courteous with older riders; he never hurries anyone, yet keeps to his schedule; he shows exasperation towards no one. It is a pleasure to ride with such a fine person.

Mrs. Allen C. Clark
Richmond

* * *

I'd like to call your attention to **M. C. McCormick** for his kindness to me. I had left my purse in the phone booth in front of Jenny Lind Hall... although he was not the bus driver who had taken me home, when I asked him, he not only took me back to the phone booth to see if it was still there, but he stopped and ran across the street for me . . . gave me 35 cents to get back home without being asked, took me to Berkeley to the end of the line to connect with the last bus back to San Leandro and accompanied me across the street to the bus so I wouldn't have to be alone on the street late at night... he was so kindly concerned about my purse that I hope you get the message to him that my purse was returned...

Mrs. Gladys Childs
San Leandro

* * *

I would like to tell you how much I enjoyed the ride I had with the woman driver (**Mrs. Lenore Williams**) on Line 41 . . . her general cheerfulness and pleasant greetings to all passengers, her polite responses to all questions and her seemingly genuine, rather than forced, happiness at all times were very refreshing...

Jennifer Danton
Berkeley

* * *

For the past four months, I have been taking the 11 bus to Jack London Square at 7.25 a.m. More often than not, "Leo" (**Leo Gomez**) is the driver. Today he drove again and I noticed that many regulars take that bus . . . He makes the short trip a pleasure ...He doesn't continually talk or chatter, but is always most pleasant and friendly...

Victor Wykoff, Jr.
Oakland

Chapter of Transit History Closed as Death Takes Second Oldest Pensioner

A pensioner, whose span of service predated the confusion and changes brought about by the 1906 earthquake, was among transit veterans who have been taken by death.

John A. Heck, 99, died on March 8. He went to work for the late James P. Potter, superintendent of the Key Route, in 1904—a short time after the new train-ferry commute service was put into operation.

He was the second oldest pensioner on the district files, topped only by A. J. Klimax, retired car repairman, who will be 100 years old on May 31.

Mr. Heck was working on a street car in Alameda the morning of the 1906 earthquake and tried to keep his passengers aboard as the "safest place." He recalled he went right on operating the car during that day—and the ones to follow — maintaining a schedule despite the turmoil.

He could remember, as one of his most exciting moments, the day when a horse and wagon turned in front of his car. Unable to stop in time, he threw up his window and grabbed the driver, saving him from being fatally injured.

Mr. Heck, who retired in 1935, lived alone at 1603 16th St., San Pablo, doing his own housework and cooking—even his own ironing and shopping.

Other deaths reported included:

John A. Rogers, 69, of 622 Moraga Way, Orinda, who entered service in 1943 as a trainman. He became a towerman in 1952, serving in that capacity until he switched to motor coaches in 1958. He retired in 1963.

Milton Maata, of 3230 Deering St., Oakland, who died on March 27, shortly before his 61st birthday. A mechanic Class A, he went to work as a machinist helper in 1923 and was pensioned in 1960.

Edward Lee, 67, of 1414 86th Ave., Oakland, who died March 5. He went to work in 1945, retired as a service employee from Emeryville Division in 1965.

District Boosted by New Employees

New employees, hired during February and March, included:

General Office

Treasury: Adam R. Lewis, 412 Orange St., Oakland, junior typist clerk.

Accounting: Gail Pacheco, 3728 McClelland St., Oakland, senior accountant clerk.

Emeryville Division

Maintenance: Ronald E. Dikes, 4167 Vineyard Ave., Pleasanton, service employee; Lonnie Shelton, 3217 Liese Ave., Oakland, service employee.

Bus Operators: Clarence Jacobs, Jr., 1021 Page St., Berkeley; R. A. Wise, 455 37th St., Oakland; Robert Arrodondo, 322 Dempsey Rd., Milpitas; C. W. Harris, Jr., 1304 East 14th St., Oakland; A. R. Scott, 3307 Pinole Valley Rd., Pinole; J. E. Thompson, 12 Lobos St., San Francisco; J. F. DeWatney, 625 Lexington Rd., El Cerrito; C. N. Pyle, 3244 Arkansas St., Oakland; D. R. Hebel, 37653 Glen Moor Dr., Fremont; D. W. Powers, 606-A Castro St., Oakland; D. W. Moore, 2606 Cole St., Oakland; G. R. Hall, 2060 Buena Vista Ave., Alameda; J. W. Caunt, 1523 Lafayette St., Alameda; R. B. Granger, Jr., 3501 San Pablo Ave., Oakland.

Richmond Division

Auto Maintenance: Larry Bryant, 1229 Evelyn St., Berkeley, Carl Whitaker, 56 Chumalia St., San Leandro, service employees.

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At an adjourned regular meeting Mar. 23, the Board of Directors:

• Authorized District personnel, if required, to meet in Washington, D.C. with representatives of U.S. Department of Housing and Rural Development to expedite application for a capital matching fund grant to purchase 30 new buses, on motion of Director Bettencourt.

• Recommended highway program of the Alameda County Highway Advisory Committee for inclusion in the 1967-68 fiscal State highway budget, on motion of Director Warren.

• Authorized Board members to attend regional conference of American Transit Association, on motion of Director Rinehart.

* * *

At the regular meeting Apr. 9, the Board of Directors:

• Authorized payment of assessment to City of Emeryville in connection with Powell St. overpass construction, on motion of Director Rinehart.

• Renewed contract with Metro Transit Advertising for five-year period, on motion of Director Copeland.

• Approved revisions in employee job classifications, on motion of Director Copeland.

Gain Forecast in Commercial Bus Advertising

Commercial bus advertising is on the upswing — and even higher revenue is in prospect for AC Transit through plans being developed by Metro Transit Advertising.

E. B. Sorensen, vice president of the advertising firm, told the board of directors that billings for April and May are substantially ahead of last year and research, promotion and sales plans indicate an even greater gain.

He said a study disclosed 55 percent of adults in the Bay Area make 20.31 transit trips in a four-week period and 97 percent of the total population see outside transit posters.

The district receives 51 percent of gross revenue from advertising displayed on buses.

The advertising firm has been granted a new contract for another five-year period.

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AC TRANSIT transit-times

For the Good of Your Community

Vol. 9, No. 1 OAKLAND, MAY, 1966

MAY 31 1966
UNIVERSITY OF CALIFORNIA

Year's Deficit Eased As Revenue, Riding Surpass Estimates

Business is better than AC Transit expected — and even hoped for — during the past nine months, but the District still will record a deficit at the end of the fiscal year on June 30.

The deficit, however, won't be as big as anticipated.

This financial picture was given to the Board of Directors this month by John F. Larson, treasurer-controller.

Higher Revenue

On the basis of the District's operating experience during the first three quarters of the fiscal year, Larson disclosed that operating return was better than estimated.

He credited the improved financial picture to more people riding district service than projected, and higher revenues from a recent fare increase than anticipated.

The District can expect to end the year with an operating deficit of about $600,000 instead of the $983,000 it faced before fares for children and transbay commuters were raised Jan. 1.

The operating deficit, however, will be met from current tax proceeds. Property taxes also are assessed by the District for bond debt retirement and equipment renewal.

Revenue for the nine months reached $10,342,292, a difference of

(Continued on page 4)

Federal Grant Helps Finance Purchase of New 'Transit Liners'

A federal grant of $410,000 enabled the District this month to order another 30 new buses to keep pace with operational needs.

Congressman Jeffery Cohelan of Berkeley said the grant from the Department of Housing and Urban Development was made on condition it would be matched by the District from general tax funds.

The grant will cover half of the purchase price of $820,000, with possibility of enlargement in the future to two-thirds of the cost, or $536,667.

District directors authorized General Manager K. F. Hensel to take advantage of an option to buy the buses at the same price paid for a like number last year.

Funds for Half

In seeking governmental aid, the District pointed out it had reserve funds to cover only half the order.

The new buses will include 20 coaches carrying 51 passengers, and 10 buses with a seating capacity of 45. With delivery, the District will have 400 new Transit Liners in service, out of a fleet of 672 coaches. Nineteen older models will be retired.

The District now will have spent nearly $11,300,000 on new equipment since it commenced operation in 1960.

Time to Tour! Leaflet Details Riding Excursion

ROSY IDEA – Mrs. Barbara Slover finds hill and garden tour "just right" for her day.

Free leaflets, suggesting a Springtime excursion, were hung on "take one" hooks on all district coaches this month as a new experiment in fostering bus riding for fun.

The leaflets detail a self-conducted tour, starting from Latham Square in downtown Oakland to Berkeley, then to the Berkeley Rose Garden, Passengers are invited to spend an hour at the gardens before taking advantage of the "Stop-off and Go-again" transfer plan to continue up the hill to Grizzly Peak Blvd.

The leaflet suggests a relaxing trip around the Grizzly Peak loop to enjoy gardens and the view, then debarkation to visit the Carbone Orchid Nursery before boarding the bus again for the return to Berkeley.

The tour has been printed in purple on a pink background to set a mood of roses and roaming. The leaflet includes illustrations of "what to see," as well as information on what bus to take, how to transfer, and time points.

With the transfer plan, the trip can now be offered at a total cost of 40 cents for the day's travels.

New Workers Join AC Transit Family

Employees hired recently include:

General Offices

Treasury: Marie Cook 20878 Rutledge Rd., Castro Valley, ticket clerk.

Emeryville Division

Scheduling: Edward Chambers, 215 22nd St., Richmond, traffic checker.

Maintenance: Joseph Hamrick, 529 Buena Vista Ave., Alameda, Apt. 101; Ronald Sunseri, 3408 Davis St., Darell Willis, 3558 Meadow St., Dave Atkins, 3474 Boston Ave., all Oakland, service employees.

Bus Operators: Joe Estrada, 3430 Peralta St., Oakland.

Richmond Division

Bus Operators: W. C. Fewell, 1346 23rd St., San Pablo.

Seminary Division

Bus Operators: W. R. VrMeer, 10 Calabasas Rd., Watsonville; J. L. Weiss, 1911 101st Ave., Oakland; C. L. Clark, 2000 36th Ave., Oakland; G. L. Keeling, 43328 Arkwood St., Fremont; M. J. Johnson, 1315 51st Ave., Oakland; C. D. McCormack, 7697 Starward Dr., Dublin and K. R. Long, 2522 35th Ave., Oakland. R. F. Voght, 4282 Delaware St., Fremont; J. A. Johnson, 21942 Rockford Rd., Hayward; W. D. Wade, 5116 Foothill Blvd., Oakland; Dennis Maddox, 10799 Pippin St., Oakland; G. W. Keen, 1540 164th Ave., Apt. 30, San Leandro; W. R. Teuber, 1936 East 29th St., Oakland.

Maintenance: J. D. Wilbur, 1368 Hubbuard Ave., San Leandro.

India Officials Inspect Freeway Train

OVERSEAS VISITORS — Two of India's transportation managers are introduced to AC Transit's Freeway Train by, from left, Transportation Manager D. J. Potter and H. D. White, operations assistant. Visitors were L.C.Dharmani and Papanna Ramachandrappa.

The district rolled out a carpet of transit experience this month for two of India's top transportation leaders, Lakhmi Chand Dharmani and Papanna Ramachandrappa.

The exchange turned out to be one of mutual reward — and surprises.

While the visitors collected extensive information on AC Transit's operations, the district learned, in turn, that it wasn't necessarily "first with the most."

The State of Mysore, for instance, has some 16 double-buses in city and intercity service. The latest "road train" was built by the Mysore State Road Transport Corporation after six months of experimentation with older buses attached together, according to Ramachandrappa.

The double units are popular in the city of Bangalore because they carry more people — 92 to 94, with no more than 10 standees by law — the transportation manager explained.

Different from AC Transit's articulated bus, Mysore's twin units are just that, separate coaches with no pass through. The first unit pulls the second unit in a truck-and-trailer arrangement possible under the slow speeds observed.

The men enjoyed riding the district's Freeway Train at a speed more than double that of their own buses, but could point to a specialty of India's new intercity road train. It sleeps 34 passengers in the same luxury offered by a train, including an attendant, push bell service and seat belts to prevent riders from rolling out of their bus-side beds.

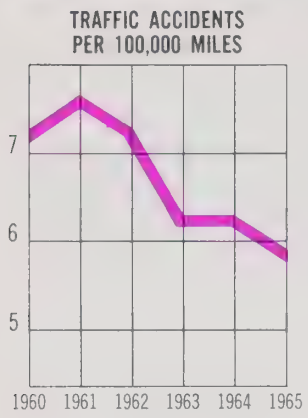
Dharmani, who designed and built the first air conditioned coach in India four years ago, could also add that revenue is no problem in his country. Buses are well patronized; there is no lack of riders.

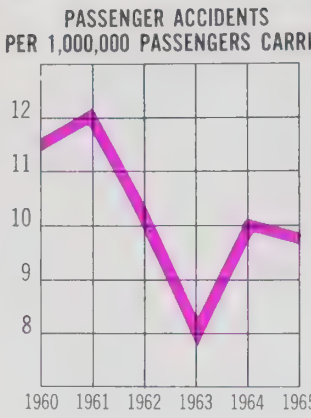
In his role with the Punjab State Department of Transport, Dharmani designs equipment, supervises 2,000 state owned buses, 6,000 private buses, and 14,000 trucks. He enforces the vehicle code and the safety code — and that includes supervision over the issuance of commercial driving licenses and the highway patrol. He sets the speed laws — and sees to enforcement.

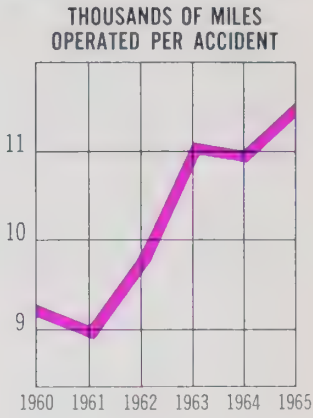
While on the property, the India nationals checked out all phases of operations, including maintenance, stores, scheduling, safety, treasury and accounting, communications and the Transbay Transit Terminal in San Francisco.

Their only regret: a day and a half wasn't nearly long enough to visit.

Buses Safer Than Ever







A look at five years of statistics disclosed this month that AC Transit has made marked improvement in accident frequency — and passengers are riding safer than ever.

Figures compiled by Safety Engineer G. G. Wadsworth showed a general downward trend in traffic and passenger accident frequency since the District went into business in 1960.

Similarly, miles operated per accident have steadily climbed upward, resulting in an impressive record.

The accent on safety has continued to pay off, according to Wadsworth, despite a population boom and a sizeable increase in motor vehicle registration — up 19.1 per cent in the area served by the District.

Graphs compiled by Wadsworth indicate a frequency of 7.31 traffic accidents per 100,000 miles operated in 1960, compared to 5.95 in 1965, a reduction of 18.6 per cent.

Passenger accidents per million passengers carried were down 15.8 per cent from a frequency of 11.70 tallied in 1960 to 9.85 in 1965.

Miles per accident have increased from 9,329 five years ago to last year's high of 11,646, an improvement of 24.8 per cent.

Good attitude, good equipment, and good maintenance were credited for the favorable record, backed by retraining and refresher courses and constant emphasis on safe practices.

In Memoriam

CHARLES W. RANDAL, early day street car operator, pensioned in 1946, died on April 19.

WILLIAM F. KELLY, inspector, assistant foreman and leadman in maintenance department at Oakland yards before retiring in 1958, died April 25.

JOHN M. FITTS, street car motorman and instructor supervisor, pensioned in 1949, died April 27.

Estimated Year's Loss Reduced by 39 Percent

(Continued from page 1)

$189,692 over the estimated revenue of $10,152,600, Larson said, and 4.1% greater than for the same period a year ago.

Operating expenses were slightly higher than estimated, totaling $10,683,050 instead of the $10,660,402 — an increase over the estimate of 0.2 per cent.

Final projections for the fiscal year ahead, beginning July 1, are still being developed, Larson reported. But the Board's Finance Committee is expected to take up the 1966-67 budget by next month.

Whistles Still Blow for Railmen and Visitors at Harrison Square Museum

Memory of Key System street cars and trains can rattle right along with tales of the noble "iron horse" at Oakland's Harrison Square Railroad Museum, 7th and Harrison Sts.

Both Roy Tallman, custodian of the museum park, and Mort S. Buell, his assistant, are Key System veterans, with knowledge of the rail service which once crossed and criss-crossed the East Bay area.

They share a private address, 615 Alice St., in the private car which is part of the collection of steam railroad equipment on public display.

They almost share a common birthday. Tallman was 72 on May 9 and Buell, 74 on May 12 — an event celebrated in the club car they have fixed up for children's parties.

Tallman went to work for Key System in Feb., 1921, as a motorman and handled one of the first one-man cars on Telegraph Ave.

"An old teeter-totter! If you had a load, they really rocked back and forth," he recollects.

He terminated his experience with Key System on Christmas Day, 1922, when he failed to get the day off, as entitled, Tallman said.

A steam man from the beginning, he went to work for Great Northern at Everett, Wash., in 1916, and one of his first jobs was shoveling snow off the tracks to get the engine out of the roundhouse.

Tallman was firing on the main line when he was drafted in World War I, to undergo another kind of fire on the front lines with the Army.

After his Key System experience, Tallman hired out on the Southern Pacific. As a fireman and engineer, he rolled up 200,000 miles on the steam locomotive which shares the park. He also hauled the private car around many a time, never dreaming in those days that he'd be living in it himself one day.

Buell was "captured" by trains in Sacramento, by helping a friend switch cars on the old Oakland, Antioch and Eastern Electric after he finished making night pickups for the post office in a horse and wagon.

He also worked briefly for the Key System in 1921 and '22, returning in 1947 to spend 13 years in maintenance at the Richmond Division.

Buell still rides the rails, taking charge of operating equipment for two railroad historical societies on excursions.

Like Tallman, he's among old friends at the park, with equipment to be loved and cared for and remembered.

CALL OF THE ROAD — Roy Tallman, left, custodian of Harrison Square Railroad Museum, and his assistant, Mort S. Buell, share a love of trains. Both are Key System veterans.

Our 'Stockholders' Write

My daughter and myself are commuters from San Lorenzo . . . I had an opportunity to ride the "caterpillar," as I call the new bus . . . I enjoy it very much and I think it is the latest in transportation . . . nice comfortable ride . . . in this trip, the driver handled the bus perfectly . . . we have good drivers, that's for sure, friendly and courteous always . . .

Joseph Arimborgo
San Lorenzo

☆ ☆ ☆

I want to thank a bus driver (**J. M. Boysen**) for his courtesy and kindness in leaving a B timetable for me in my letter box . . . I appreciate such kindness . . .

Mrs. E. Maffey
Oakland

☆ ☆ ☆

I wish to thank you for hiring the men you do . . . I was on my way to church, going down MacArthur in my car. When I came to the intersection at Coolidge, I didn't realize that my engine was on fire. One of your bus drivers rushed over and desperately tried to beat the flames out. It was fortunate that someone came by with a fire extinguisher, because the flames were too high by this time to beat out . . . I just had to let you know that the AC drivers are A-OK in my book . . .

Debbie DeBue
Oakland

. . . I want to send you a note of appreciation . . . I went from my home in Kensington to Redwood Rd. and Mountain Blvd., using four buses in an hour and 20 minutes . . . I wasn't sure how to get there, but I carried a map and your drivers were all informed and courteous . . .

Mrs. L. R. Leinbach
Berkeley

☆ ☆ ☆

. . .I left my purse on the F bus from San Francisco when I got off . . . in Berkeley . . . I immediately called the lost and found and was told to call at 6 p.m. when the driver came in, which I did . . . the purse was turned in by the driver, **J. A. Lopez** and everything was intact . . . I want you to know how much his honesty and integrity meant to me . . .

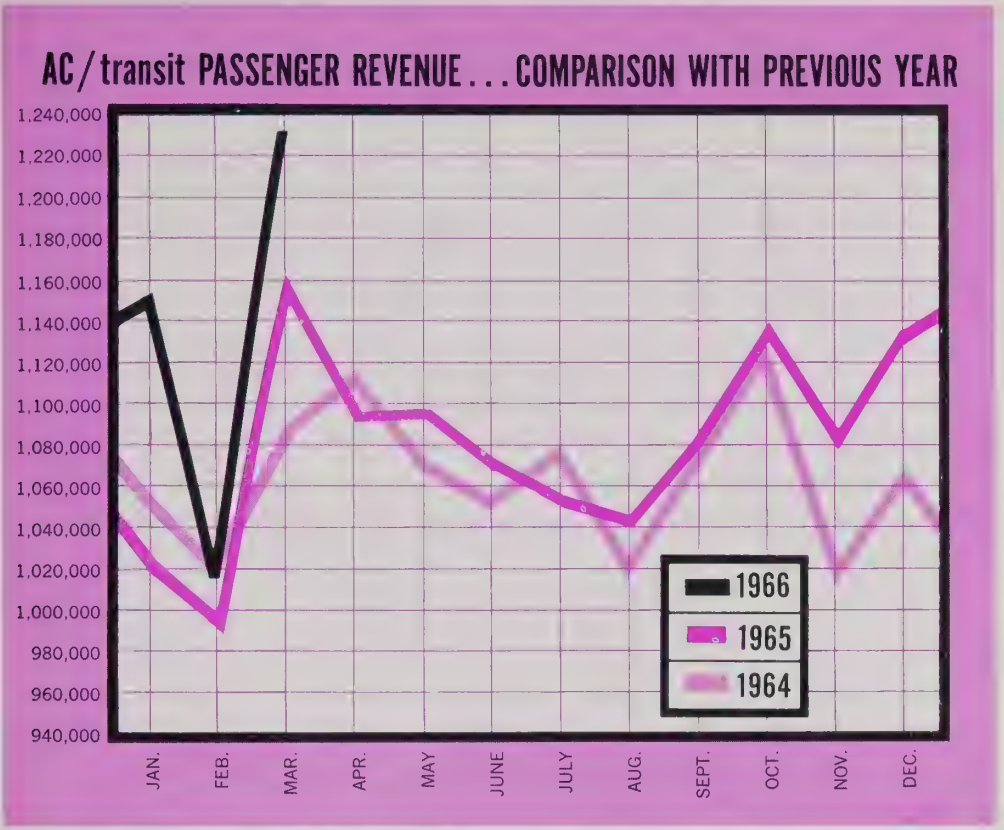
Dorothy Miller
Livermore

☆ ☆ ☆

My husband and I went to Oakland yesterday and would like to comment on the driver **G. L. Reeves** . . . he was such a good driver and was so courteous to everyone, we thought you would like to know about it . . .

We have used the bus for two years and have only had one or two drivers that were the least bit unpleasant, and since we have bad days once in a while ourselves, we thought that was what was wrong with them . . .

Mr. and Mrs. C. I. Tisdale
Castro Valley



Passenger revenue reached a high of $1,233,976 in March, making it the top month yet on the books for district operations. The new revenue record, boosted by a recent fare raise, showed an increase of $88,297 or 7.7 percent over the $1,145,679 collected in March, 1965.

Number of passengers carried on East Bay and transbay lines, however, showed a decrease for the month of 3.22 percent. The rider count reached 4,734,433, as compared to the 4,891,881 carried during the same month, a year ago.

Commute book sales totaled $199,790, an increase of .5 percent over sales of $198,790 tallied in March, 1965.

The district operated 2,038,110 miles of service, up 24,570 miles or 1.2 percent over a year ago. Operational costs reached $1,293,876, an increase of $126,943 or nearly 11 percent over the previous March.

Total income of $1,492,012 was sufficient to cover operational costs and bond debt requirements.

The transit industry nationally indicated a riding increase for the month of 1.13 percent.

Board Authorizes Service Improvements

Service improvements authorized by the Board of Directors during the month include:

Sunday bus service on Line 15A – (Coolidge Ave.) to Lincoln Ave. and Mountain Blvd., to serve the Mormon Temple and Greek Orthodox Church, starting June 5.

Addition of another bus to Line 93, starting June 6, to provide basic, mid-day service between San Lorenzo and Chabot College.

At an adjourned regular meeting Apr. 27, the Board of Directors:

- Purchased 30 new buses, subject to Federal approval of application for matching funds, on motion of Director Rinehart. (Story, Pg. 1).
- Approved increase in dues to American Transit Association, on motion of Director Warren.
- Extended service on Lines 15A (Coolidge Ave.) and 93 (Hesperian Blvd.), on motion of Director Berk.
- Authorized preparation of preliminary design for new downtown passenger shelter, subject to participation by merchant organizations and the City of Oakland, on motion of Director Berk.

☆ ☆ ☆

At the regular meeting May 11, the Board of Directors:

- Authorized Safety Engineer to accept appointment as participating member of Executive Committee of National Safety Council, on motion of Director Warren.
- Increased monthly salary of Operations Assistant to the General Manager to $1,173, on motion of Director Rinehart.

transit-times

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Oakland, California 94612 • Telephone 654-7878

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ALAN L. BINGHAM . . . . Public Information Manager

Transit Information Only Flip of a Page Away

Transit information was featured in a "best seller" again this month — the new Oakland telephone book.

A system map of AC Transit service and a description of individual lines are at the beginning of the yellow page section, after the postal zone maps for Oakland and Berkeley.

The data, on Pages 3, 4 and 5, brings information on what bus to take to the 450,000 customers who received the new book from Pacific Telephone. It also puts bus riding help no further away than the nearest telephone booth.

The space, provided as a public service, gives bus information for the same area covered in the phone book, from El Cerrito, through Oakland and Alameda to San Leandro.

Detailed information on "what to see and how to get there" also is available in a free, four-colored map which can be obtained by calling Transit Information.

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For the Good of Your Community

Vol. 9, No. 2

OAKLAND, JUNE, 1966

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Contract Awarded for Installing Mobile Two-Way Radio System to Link Coaches

The District's long determination to equip its buses with a "voice" moved toward actual work stages this month with award of a contract for installing a two-way radio communications system.

The contract, to link the basic fleet of 300 coaches, was awarded to Radio corporation of America, lowest of three bidders.

RCA is to supply and install a complete mobile radio communications system, with the exception of setting up the mobile bus units. The District will handle installation of the telephone-like equipment on buses.

With the two-way radio network, the District will have an instant check on the location of each equipped coach and will be able to change routings or operations according to traffic conditions — including those involved in future rapid transit feeder bus services.

The radio link also is expected to be of particular benefit in meeting emergency situations.

RCA's basic bid was for $174,534, with extra mobile accessories, portable transceivers and test equipment totaling out to $185,663. To be added are sales taxes, labor of installation, engineering and consultant fees.

The project includes erection of a new base station, for a transmitter, on Round Top mountain, and another base station, for a receiver, on Grizzly Peak. The present station on Round Top will be moved to Emeryville Division, to be set up for standby purposes.

A new console also will be installed at Central Dispatch.

A capital grant from the U.S. Housing and Home Finance Agency will cover part of the projected cost of $269,000. The grant initially is for half of actual costs, up to $134,500. It can be increased to $179,333 if regional planning is completed within three years.

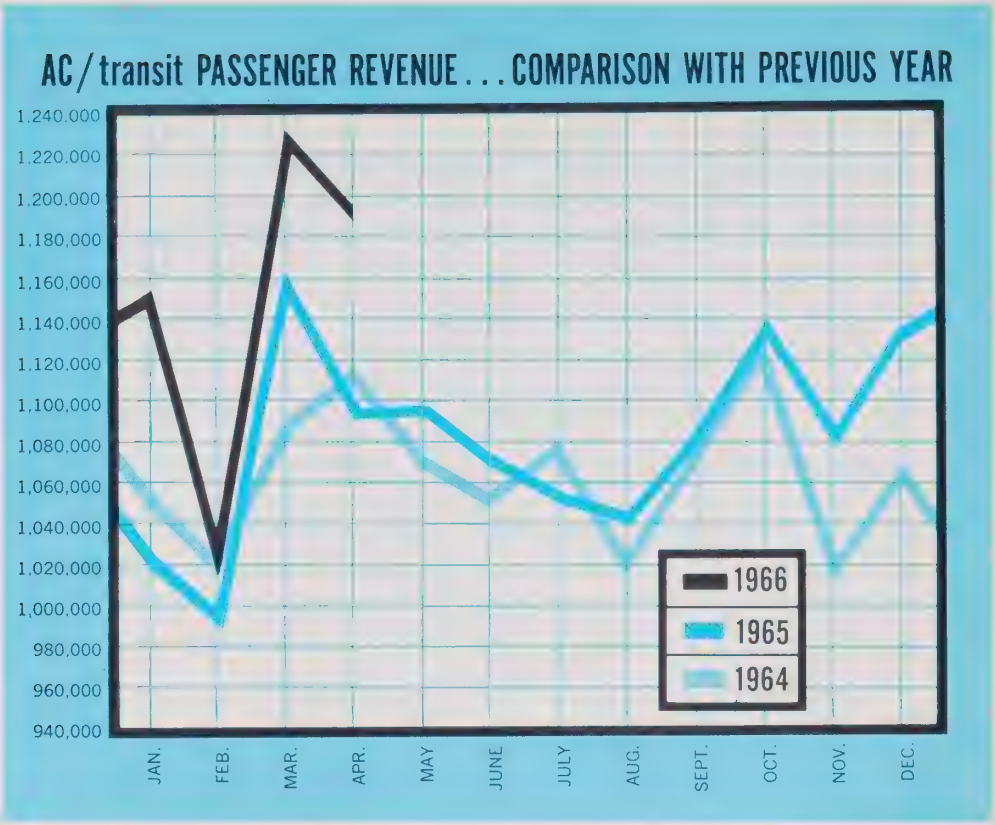
Union Workers Receive Automatic Wage Boost Under Terms of Award

Wages for more than 1200 District union workers automatically went up five per cent this month as a result of last year's arbitration award. The hike gave bus drivers an increase of 15 cents an hour, putting their hourly wage at $3.31.

Class "A" mechanics were boosted 20 cents an hour, to $4 per hour. Other union members, including clerical workers and dispatchers, received across-the-board increases of 15 cents an hour.

Under terms of the award, the District also added an additional $3 a month to the health and welfare programs, bring total cost to $18 per worker.

The arbitration decision raised District costs by $2,102,000 over the life of the two-year contract, which expires May 31, 1967.



A favorable increase in passenger revenue was recorded during April, with a total of $1,187,368 collected for the month – up $100,712 or 9.3 per cent over the $1,086,656 figure tallied during the same month last year.

John F. Larson, treasurer-controller, attributed 5.9 per cent of the increase to the recent fare raise, and 3.4 per cent to a boost in patronage.

The number of passengers carried on East Bay and transbay lines reached 4,455,622, a gain of 150,737 over riders carried during the same period a year ago. On transbay service, the percentage gain was 5 per cent, with a total of 950,969 customers, an increase of 44,991. East Bay passengers reached 3,504,653, a boost of 105,746 riders or 3.1 per cent over April, 1965.

Commute book sales remained fairly constant, with a total of $184,020 for this April, compared to $183,720 a year ago, a gain of 0.2 per cent.

The district operated 1,920,122 miles of service, down 12,039 miles or 0.6 per cent over last April's figure. Operational costs totaled $1,225,407, an increase of $78,169 or 6.8 per cent over year-ago expenses of $1,147,238.

Total income of $1,456,650 was sufficient to cover the month's operational and equipment replacement costs, and bond debt requirements. A surplus of $43,860 reduced the deficit for the first 10 months of the fiscal year to $205,700.

Credit Union Formed by AC Transit Workers

Information sessions were held this month among drivers and office workers to explain functions of the newly formed AC Transit Employees Federal Credit Union. The credit union, recently chartered, has established offices at 2708 Flannery Dr., San Pablo. Payroll deductions have been approved by the District and by Division 192 of the Carmen's Union.

Films Show Key to Courteous Service

The importance of courtesy and thoughtfulness – and their relationship in attracting and keeping customers – was emphasized this month in two color films, which combined entertaining acting with significant messages.

One film, scheduled for bus drivers, highlights their importance as AC Transit "salesmen" – the only representatives of the District who meet customers face to face and, through their actions, win or lose patrons.

The other film was presented for those who deal over the phone with customers or potential customers. It illustrated simple, good telephone manners:

"Telephone as you'd like to be telephoned to."

Sales Talk

The first film, produced by General Motors, shows the "Salesman at the Wheel" in his "office" – the bus – and how, despite many problems, he can handle many situations with three responses:

"Thank you." "Please." "I'm sorry."

The film illustrated the importance of a neat, personal appearance and well maintained vehicle and the effects of a bad mood, compared to the "smile that goes a long way."

It suggested ways to handle problem situations, such as a customer who neglects to pay a fare. The suggested comment was:

"I beg your pardon. I failed to get your fare."

As to the overdue transfer, this was the suggestion:

"I'm sorry, sir, this transfer has expired. Will you see if you have another in your pocket?"

The film suggests that operators learn about the services offered by the property and "bone-up" on the territory served, to be more informative to their customers.

"If you help your company to be admired," it was pointed out, "you personally gain in stature."

It also added it was the salesman who keeps a company in business and in transportation, it's the driver who sells the service.

After seeing the film, operators took part in a courtesy quiz, which included their suggestions on how to improve driver courtesy.

The telephone presentation, made by Miss Alene Parker, service consultant of Pacific Telephone, had these points:

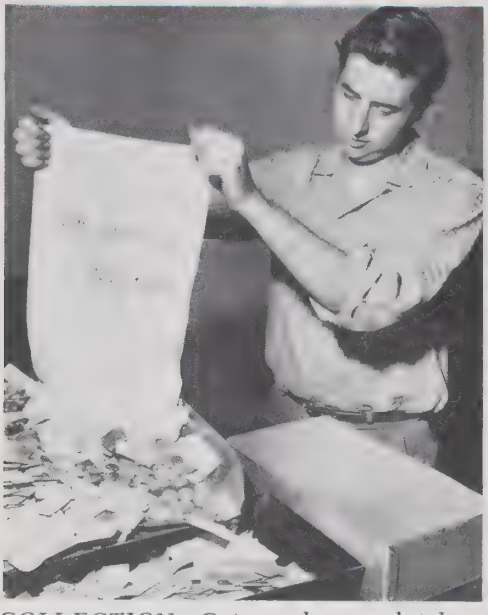
- Pick up phone promptly and be prepared to talk.
- Identify yourself by name or department or both.
- If away from desk, arrange for someone to answer phone.
- Don't ask "Who's calling?" Instead, if necessary, ask: "May I tell Mr. Brown who is calling?"

The film suggested calls should be placed by executives personally, rather than by secretaries. It also included tips on holding calls and having them transferred.

SALESMEN – Instructor George Silva shows courtesy film to operators, from left, rear: L. E. Kinney, F. C. Collins, W. A. Lee, L. L. Longacre. Center, Walter Anderson, Sam M. Moore, F. A. Armes, J. E. Holmes. Front, W. E. Bunce, R. F. Ledward, R. W. White.

Counting Room

Tally from Fare Boxes Gives Passenger Revenue



COLLECTION—Coins, tokens and tickets collected on each bus line are dumped into shaker by Jeff Dailey—first step in totaling revenue for the day.

SEPARATION — Coins and tokens rattle into coal bucket under eyes of vault clerk James McCracken. Hopper catches tickets and currency.

IF THE JINGLE of coins has a musical sound and the clatter of cash is euphonious, the counting room of AC Transit would have appeal.

The "boiler room" of district operations — and the cash register — the counting room is a noisy hideaway where the all-important questions are determined:

What is the passenger revenue — total, and by line?

Tickets, tokens and cash are dumped each day into the counting room to be processed and tallied, under a system established when fare boxes were changed in 1949.

In the early days of Key System operation, revenue was counted at the car barns and at the terminal pier. Later, the receipts were turned in at the Oakland yard and at the car houses or coach headquarters.

But the old "J" boxes and the Ohmer fare registers on transbay buses and trains were unsatisfactory, and after World War II the switch was made to Cleveland boxes, which will take any type of coin or tickets.

The counting room is under the personal jurisdiction of W. G. Skilling, assistant treasurer and veteran of 37 years of service. Supervising activities is Arthur Spiganovicz, cashier.

Under the present system, operators are issued a relatively small amount of cash, plus a stock of tickets and tokens, which are charged against their individual accounts — much like consignments to salesmen.

When the contents of fare boxes are brought into the counting room, they are emptied — a line at a time — into

TALLY—Eddie Pangelinan, front, and Sub Nishimoto, vault clerks, feed machines which separate and count coins and tokens.

a shaker, which holds back tickets and currency in a hopper while the coins and tokens rattle through into a bucket.

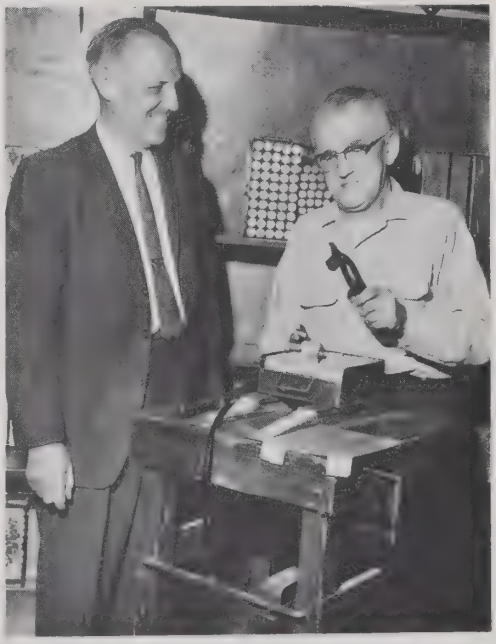
Although all sorts of containers have been tried, incidentally, the best remains the old-fashioned coal bucket — a noisy receptacle, but efficiently adaptable for coin catching.

The tickets are weighed on an offset scale to obtain what experience has found to be a highly accurate count of their contribution to revenue and riding. Coins are counted in sorting machines, which separate the collection into groups of tokens, dimes, pennies, nickels and quarters.

After a check for "foreign and phony" money, the coins are moved to rolling machines. All tokens are rolled to be sold again. Change of different denominations also are rolled to fill orders from each division. And the rest goes to the bank.

It takes a crew of 8 to handle the deafening job. In an average month, over 1,500,000 tokens and 3,600,000 coins are sorted and counted; the tokens are rolled, along with 1,900,000 coins for change requirements. Approximately 1,700,000 coins are bagged for banking.

PACKAGING — Rolling machines wrap tokens for resale. Coins also are rolled to fill orders from each division. The rest go to the bank, neatly packaged by denomination.



FINISHING TOUCH—W. G. Skilling, assistant treasurer, watches Henry Paterson, assistant cashier, "gift wrap" coin box. After lid is attached to money can, it is securely strapped.

It's a Costly Hobby—But Operator Finds Chinchillas Make Intriguing Companions

There's something cuddly and expensive in the life of Marion C. Elsbury, 37, bus driver at Seminary Division, that takes a lot of pampering.

But if you like animals, you'll like chinchillas and understand why they're an enthralling part of his leisure.

"I enjoy raising them as a hobby," Elsbury explained. "Just don't expect to get rich."

Owner of a "herd" of about 30 of the small, South African rodents, Elsbury moved into the furry field in 1963, a short time after he went to work for AC Transit. For Thanksgiving that year, he and his wife acquired two pair of "chins" from a friend.

SWEET — AND EXPENSIVE — Operator Marion C. Elsbury cuddles two of his pets, part of the "herd" of chinchillas he raises as a hobby—"but not to get rich."

By paying cash—a whopping $2200—they received the bonus of another two pair and started their ranch in the garage of their home at Dublin.

Elsbury found the animals "just like kids or anybody else. You have to pamper them a little, talk to them, chirp to them. It takes time, patience and care to raise chinchillas, but it's real exciting. They're delicate and you try not to get them upset."

The animals have three litters a year — you hope — according to Elsbury. Three babies is an average litter.

Little Care

The animals are kept in cages, fed a combination of special chinchilla pellets and a grain hay designed to improve the quality of their fur.

Since he and his wife moved to their present home at 1249 Via Vista, San Lorenzo, Elsbury has had to board his herd at a ranch in Danville, but hopes somehow "to get them back home."

As for making a living from the animals, Elsburg figures a person would have to have a herd including at least 150 female chinchillas.

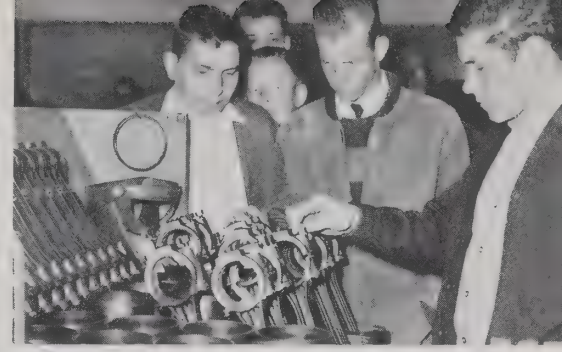
A good pelt brings $40 to $50, with the average around $30, he explains. Since his start, he has lost six animals and "pelted out four, at $17.50 each.

"The pelts are sent to a fur auction in New York for processing, at $2.50 a pelt, so you can see I'm not getting rich," the operator explained.

He's trying now to improve the blood line for better quality and to make up for his "biggest disappointment."

He left an excellent book on chinchilla care on the bus and although it was marked with his name and address, it has not so far been returned.

"That was a real loss!"



BUS LURE – Glenn County students, left, find Freeway Train exciting. Boys from Mendocino County are lured by machinery.

Visiting Students Learn About Buses

Despite a couple of mishaps, the Special Education Class from Capay School at Orland got to see AC Transit's new Freeway Train this month as a highlight of a first visit "to the city."

The Glenn County youngsters were one of two groups to find considerable interest in district operations.

Boys from industrial arts classes at Anderson Valley High School in Mendocino County could hardly be pried away from the machine shop, where they showed keen interest in maintenance, repairs – and future jobs.

The Orland students had made plans to see the articulated bus at the Transbay Transit Terminal, but switched programs when a transmission problem sent the duo-bus to the shops in Emeryville.

Caught in peak-hour traffic in private cars, the visitors were unable to change lanes on the Eastshore in time for the Emeryville turn-off. Undaunted, they drove back from Richmond to find the shops closed, but Anthony Perry, Sr., maintenance foreman on the swing shift, waiting to show them the bus.

After an enthused tour of the Freeway Train, the students rode around the yard on a bus and then went through the wash rack – a "real thrill."

When they left, even the girls were determined to be "bus mechanics," according to Perry.

In Memoriam

LYMAN L. DEADRICK, 65, early day street car operator at Telegraph and Central carbarns before he became a bus driver in 1948, died on May 8 in Didsbury, Alberta, Canada, where he was making his home. He retired on June 1, 1960.

Welcome in Order for New Transit Workers

New District workers include:

Emeryville Division

Maintenance: Gary E. Meydam, 3541 Davis St., Oakland, service employee.

Bus Operators: E. J. McCain, 1229 Evelyn Ave., Berkeley; O. G. Ballesteros, 291 Evendale Ave., Mountain View; L. W. Smith, 923-52nd St., and D. L. Mitchell, 675-30th St., Oakland.

Seminary Division

Bus Operators: P. R. Bohannon, 1417 Pacific Ave., San Leandro; T. R. Murphy, 26934 Lauderdale Ave., Hayward; D. W. Thomas, 1500-164th Ave., San Leandro; D. M. Pinkard, 849-70th Ave., Hersey Harris, 1270-90th Ave., C. E. Grimes, 7129 Weld St., all of Oakland, and D. D. Sinclair, 2199 Bancroft Ave., San Leandro.

At an adjourned regular meeting May 25, the Board of Directors:

- Awarded contract to Radio Corporation of America for furnishing and installing mobile radio communications system, on motion of Vice President McDonnell. (Story, Page 1).
- Ratified program of deferred compensation for General Manager, on motion of Director Copeland.

☆ ☆ ☆

At the regular meeting June 8, the Board of Directors:

- Authorized execution of a contract with U.S. Department of Housing and Urban Development for capital grant to purchase 30 new buses, on motion of Vice President McDonnell.

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ALAN L. BINGHAM . . . . Public Information Manager

5

Sharper Service Scheduled for Riders

Changes affecting transbay service and operations in nine East Bay cities were put into effect this month.

Improvements included start of Sunday service to the Mormon Temple and Greek Orthodox Church. Midday transportation also was inaugurated between San Lorenzo, Southland and Chabot College in Hayward.

Additional transbay trips were added to Lines F, L and R, providing more service for commuters in Berkeley, Richmond, El Cerrito, Oakland, San Leandro and Hayward.

A new area of San Pablo was served by rerouting buses to Contra Costa College.

Frequency changes affected riders using Lines 40, 57 and 78, while minor time adjustments were made to Lines 11, 69 and transbay Line O.

New Fun Pass Record

Sales of Sunday and holiday fun passes reached 1,727 on June 5, highest record yet. Closest tally, on a regular Sunday, was made Aug. 1, 1965, when 1,688 passes were sold. During airport dedication Sept. 16, 1962, some 1,721 passes were sold on regular and special buses.

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AC TRANSIT transit-times
For the Good of Your Community
Vol. 9, No. 3 OAKLAND, JULY, 1966

Directors Approve Operating Budget, Explore Methods of Financing Deficit

A tax increase, a fare hike—or both—faced the District this month as directors studied ways to meet increased operating costs and balance a deficit budget.

Transit directors adopted a budget of $17,433,800 for the new fiscal year—4.6 percent higher than 1965-66 estimated expenditures.

The increase was attributed mainly to spiralizing labor costs.

The budget allows for an expected 3.2 percent increase in revenue, not enough to cover boosted labor expense, according to John F. Larson, treasurer-controller.

The district's labor bill is up 6.5 percent over the year just ended, he added. Labor expenses account for 82 percent of the operating budget or 71.6 percent of the total budget, which also includes bond debt service and equipment and building replacement.

The budget leaves an estimated deficit of $861,500, which is equivalent to a tax increase of 4.3 cents, Larson said. Present tax rate for the district is 12.5 per $100 of assessed valuation.

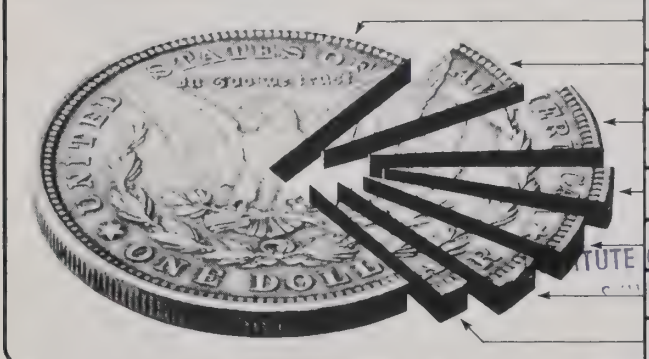
The Board, which has until the end of next month to set the tax rate, also is studying the impact upon revenues of various alternate changes in the fare structure.

AC Transit expects to carry more passengers than ever during the year, with a rider estimate of 53,200,000.

Previously, the District relied on

(Continued on Page 2)

DISTRIBUTION OF GROSS INCOME / 1966/67 FISCAL YEAR



71.6%	$12,482,390	WAGES, SALARIES, EMPLOYEE BENEFITS, PAYROLL TAXES AND INSURANCE
6.6	1,156,200	REPAYMENT OF BONDED DEBT
6.1	1,071,000	EQUIPMENT AND BUILDING REPLACEMENT
6.0	1,035,470	MATERIALS, SERVICES AND SUPPLIES
4.0	696,600	FUEL, OIL AND TIRES
3.8	668,100	BRIDGE TOLLS AND TAXES
1.9	323,740	CLAIMS AND INSURANCE

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'DIAL 377' — Mrs. Dale Layne follows posted directions, makes use of free telephone at Latham Square shelter to get bus riding information from attendant Sidney Baldwin, at other end of line.

It's a Direct Line to Transit Information

A free, bus-information telephone was installed by AC Transit this month at the Latham Square shelter, 16th St. and Telegraph Ave., Oakland, giving customers another "first" in help and courtesy.

The telephone, in a niche on the inside of the northeast corner, is connected with Transit Information at the Emeryville Division. To find out what bus to take, where to board, time points or other traveling information, callers just follow directions to "dial 377."

Posted on the wall adjacent to the telephone is one of the district's route maps. Below the phone is another map, showing where to board the bus in downtown Oakland.

The telephone is in operation around the clock, making it simple for riders to find out how to best use district service. During the hours Transit Information is closed, between 1 a.m. and 5 a.m., calls are routed to Central Dispatch.

Increased Costs Topple Revenue Balance

(Continued from Page 1)

operating revenues to defray operational expenses, while property tax support was utilized for bond service and the purchase of new equipment.

That balance has been toppled by higher wages and increased fringe benefits, Ray H. Rinehart, chairman of the finance committee, noted.

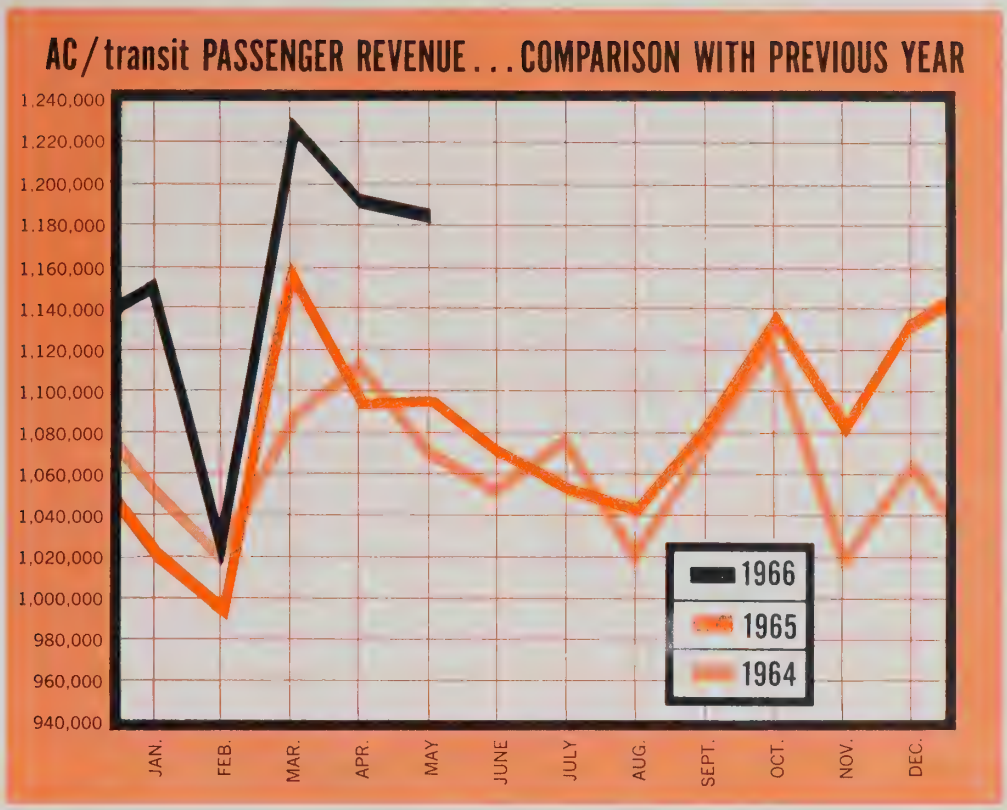
Revenue must be augmented by either additional taxes or a fare increase—or both, he declared.

The current tax rate would be hiked to 16.8 cents if taxes are increased.

The district's network, now credited as one of the best in the nation, is operated under one of the lowest tax rates in the United States, according to Col. Robert M. Copeland, director at large and past president of the board.

"The higher tax rate would cost the average homeowner less than 3 cents a working day to keep 126,000 cars off the streets, Copeland estimated.

"Every single East Bay resident should be happy to have that many cars off the streets."



Business activity showed an increase during May, with passenger revenue and the number of riders carried on the upturn for the period.

Passenger revenue totaled $1,181,028, an increase of $89,049 or 8.2 per cent over the $1,091,979 collected in May, 1965. Riders carried on East Bay and Transbay lines reached 4,485,783, up 1.06 per cent over the 4,438,535 who used District service in May, a year ago.

Commute book sales also were up for the month, totaling $183,320, a 8.1 per cent increase over year-ago sales of $169,619. The District operated 1,956,086 miles of scheduled service, up 55,510 miles or 2.9 per cent over the previous May figure of 1,900,576 miles. Operational expenses totaled $1,246,922, an increase of $90,264 or 7.8 per cent over expenses of $1,156,658 in May, 1965.

Total income of $1,489,966 was sufficient to cover operational costs and bond debt requirements.

Service Improvements Given Green Light

Service improvements, approved by the Board of Directors, include:

- Extension of Line 57 (MacArthur Blvd.) to Hegenberger Rd. industrial area and new Oakland Coliseum.
- Extension of some trips on Line 51 to new Berkeley Marina and heliport.
- Rerouting of school trips on Line 68 (Roosevelt Ave.) from El Monte area to Adams Junior High, El Cerrito.
- Continuation of Saturday service on Line 91, Castro Valley Hayward.

Changes will become effective with new sign-up of operators September 4.

How to Cast Upon the Waters

The day that Anthony Perry, Sr., decided to learn how to "fly cast to catch more fish" also was the day that fishing was nudged out of first place by a new interest.

Perry, a tournament casting expert of noted ability, still pursues the wily trout – and catches them – but not as the average hatchery trout amateur.

No backlash here!

Perry, swing shift foreman of the maintenance department at Emeryville Division, can not only lay a fly just where he wants it, he's acquired an outdoor hobby of top intrigue.

He figures all the fishing done in the years before he dropped in at the Oakland Casting Club headquarters at McCrae Memorial Park, Carson St. and Mountain Blvd., "just wasted time."

First Time Out

"I wanted to learn how to cast, so they put me in a tournament."

Perry made 68 hits out of 100 on his first try – an excellent score on a first event.

He's been an enthused tournament participant since.

"Tournament casting is a bigger thrill than catching a fish. I never get tired of it. It's a real challenge and a lot of fun," Perry explains as he whips out a rippling snake cast.

With a smooth flip of the wrist, he can whirl out the double haul, a roll cast, or put the fly through a right turn or a left – whatever is needed to drop the lure just where he wants it.

In tournament casting, participants try to hit 10 rings and Perry is back at the casting pools now, practicing three afternoons a week to gain that "greatest of thrills," hitting a perfect 100 point score in competition – 10 points for each ring.

All-around champion of dry fly and wet fly casting in 1963, Perry had to put away his rods while he was working as a day leadman. When he was boosted to swing shift foreman a year ago, he was able to get to the practicing which he hopes will work him up again to one of the top spots in tournament circles.

It's all in the timing, according to Perry, and "anybody can do it. It's a wonderful, relaxing sport."

Perry, who combines fly tying and rod repairing with his interest in casting, is particularly proud of being certified by the American Casting Association as a casting instructor.

One of the members of a transit "dynasty," Perry went to work for Key System in 1945. His uncle, the late John Perry, retired after putting in 34 years on the property. A brother, Frank Perry, left after 14 years. A son, Anthony, works now at the Richmond Division as a cleaner.

The "casting Perry" makes his home at 922 Halcyon Dr., San Leandro.

TARGET AHEAD – Anthony Perry, Sr., swing shift foreman and tournament casting enthusiast, flips a fly on target.

It's Flaps Down for 'Voice in the Night' As Injury Catches Up With Dispatcher

A hole he stepped in 30 years ago has caught up with Benjamin "Bert" Walden, grounding him before he had time to carry out all his plans to let the wheels go rolling.

Bert retired from Central Dispatch and 43 years of transit experience effective July 1, but took off on vacation time in May to start some of that traveling.

He was spryly racing his wife and a friend to a cabin in Price, Utah, when the Achilles tendon in his left leg "snapped just like that."

The injury, which will keep him cast-bound at home, 2526 Taylor Ave., Oakland, for a few weeks, actually dates back to an accident at the old Key Route Inn in Oakland, according to Walden.

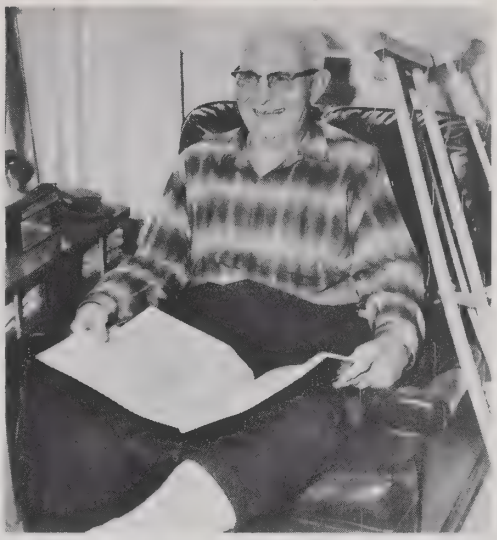
Rushing over to push the button which would halt the wig-wag crossing signal, Walden stepped into a hole.

"I hit the side of the building; my foot went sideways and the tendon broke then.

The doctor says now it was never fixed right and didn't heal. It could have snapped again any time, but it's sure inconvenient to have it happen as soon as you retire."

Walden figures he still kept his promise "to get out before I was 66—my birthday was June 24. I always said I wouldn't go on working after 66 . . . and as soon as this shank is better, we're going to travel again."

Walden, called "Cliff"—his middle name — by his family, acquired the nickname of "Bert" after he started to work for the Key System as a street car operator in 1923.



GROUNDED — B. C. "Bert" Walden will have to do his traveling by map gazing until his "shank" mends and springs him free.

When he switched to trains, C. N. Andersen, at that time train director and later, vice president in charge of operations, got him mixed up with Bert Wilson.

"I've answered to 'Bert' ever since," Walden explains.

He worked as a motorman, train director, train master, and in 1958 moved over to become a bus supervisor.

In 1961, Walden went into Central Dispatch and became the "voice in the night"—handling the 9 p.m. to 5 a.m. shift.

Of his 43 years of service, he's spent about 30 years on night shifts and always liked it.

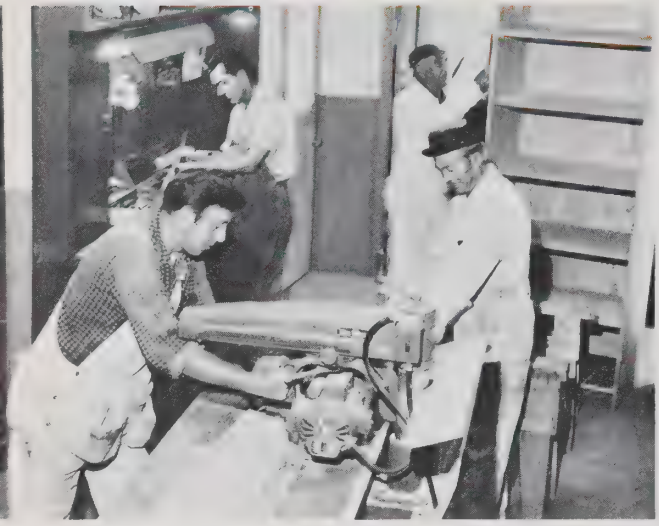
"There was no boss around and I could be the big cheese. I liked it, but I guess my wife didn't."

And now he figures he'll have time to bloom a while in the sun.

Drivers Top Record

Safety records were shattered by Richmond Division in July, with 16,847 miles per accident, and by Emeryville drivers, with 13,417 miles per accident, resulting in traditional treat of coffee and doughnuts. Goal is 12,600 miles per accident.

'Busiest Department' Keeps on the Go



ALL TRADES — Variety is the way of life for the building maintenance crew. Walter Malek, front, left, and Frank Bruni saw wood for cabinets being nailed together by Louis Britos. Manuel Barrious concentrates on repairing a fluorescent light.

THE BUILDING maintenance department has the tools to prove it's not only one of the "busiest departments on the property," but can take an award for variety.

Whatever the job, in the way of putting up, tearing down, repair, upkeep or what-have-you, it's likely to mean a call to building maintenance, according to Carl Knutson, foreman.

Operating out of a small shop at the Emeryville Division, Knutson and an eight-man crew handle a diversity of activities.

The men are proficient at the trades —painting, carpentry, plumbing, electrical work, machine repairs, maintenance of all kinds—and sometimes, plain, ordinary digging.

Assignments have a wide range—including passenger shelters, coach stop poles and signs; new oil lines at division yards; the upkeep of District-owned bus stop benches; painting of office furniture; building cabinets, and putting up shelves.

Probably their biggest job came with the activation of AC Transit in 1960.

They remodeled the offices used by the District at 1106 Broadway. Again, when the District moved to its present headquarters at 508 16th St., building maintenance handled some of the remodeling.

The unloading of new buses—370 to date—might be considered one of their trickiest assignments—and a tribute to an ability to wiggle.

With only a three-inch clearance on each side of the larger buses when they arrive by freight car, the men have to "think thin" to spring the buses from their containers without "using a can opener," according to Knutson.

The crew unpacked as many as 20 buses a day during the busy shipments which gave the District its initial fleet of new "Transit Liners."

A veteran construction worker, Knutson went to work for Key System in 1949 as a carpenter. He's been fore-

ON THE BENCH — Latham Square benches take on a new, turquoise-colored hue, with the help of Francis Hodge, left, and Carl Knutson, building maintenance foreman. Frank Lauricella, below, makes overcap signs.

man of the department since 1957 and has a hobby of miniature old-time cars.

Working with him are Francis "Mickey" Hodge, Manuel "Frenchy" Barrious, Dudley Williams, Louis Britos, Frank Lauricella, Walter Malek, Louis Cooper and Francis "Joe" Bruni.

Among "odd" jobs handled by Knutson was the building of a flower arch to fit the doorway of a bus used on a Spring Garden Show charter—a flowery background well publicized and photographed. It marked the first time that a staple gun was used to "pin" carnations on a framework—or that a six-foot tall horseshoe-shaped wreath emerged from building maintenance.

A more recent specialty was the making of large District emblems for the side of the new Freeway Train.

After making the emblem from plastic, Knutson engraved and painted it—and gave the Freeway Train its noticeable "badge of distinction."

'WALKINGEST MAN' — Track walker for almost 30 years, Louis Cooper drives a truck now to water trees at a familiar passenger stop, Yerba Buena shelter.

At an adjourned regular meeting June 22, the Board of Directors:

- Authorized participation in special merchant promotion program during construction of Bay Area Rapid Transit District facilities, on motion of Director Bettencourt.
- Approved service adjustments on Lines 51, 57, 69A, 70 and 91, on motion of Director Berk. (See story, Pg. 3).
- Adopted operating estimate for fiscal year 1966-67, on motion of Director Rinehart. (See story, Pg. 1).
- Approved rider promotion advertising budget for 1966-67 fiscal year, on motion of Director Copeland.

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At the regular meeting July 13, the Board of Directors:

- Approved labor agreement covering clerical employees, on motion of Director Rinehart. (See story, this page).

transit-times

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Office Workers Receive Wage Increase

AC Transit clerical workers received a 15-cent hourly wage increase this month under terms of a new labor contract.

A total of 79 office workers are affected by the wage boost, which took effect July 1. Average salary increase came to 4.87 per cent.

The new agreement contains an additional $3 a month in health and welfare benefits, giving office workers the same $18 a month in benefits already received by other union employees of the District.

Office and clerical workers voted last January to select AFL-CIO Carmen's Union Division 192 as their bargaining agent. They previously were not represented by a union while employed by the District.

The labor contract expires next May 31 along with an agreement with 1245 bus drivers and mechanics who also are represented by the Carmen's Union. Cost to the District in additional wages and fringe benefits during the life of the contract is estimated at $49,900.

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AC TRANSIT transit-times

For the Good of Your Community

Vol. 9, No. 4 OAKLAND, AUGUST, 1966

State cuts bridge bus tolls, studies Ways to generate greater transit use

A State study to determine ways of holding the line on transbay bus fares to encourage greater use of mass transit was underway this month.

Governor Edmund G. Brown ordered the study, and a report in six months, during a recent meeting of the California State Toll Bridge Authority, of which he is chairman.

"The property taxpayers should not be expected to carry the financial burden for mass transit," the Governor declared.

"It should be shared by automobile drivers. Any reduction in traffic by people riding a bus will make for faster service. People should be willing to pay for this benefit."

The State Department of Public Works was directed to look for ways of further assisting local mass transit following a decision of the Toll Bridge Authority to reduce toll charges for buses using the Bay Bridge.

Tolls will drop from 75 cents to 50 cents on Sept. 1, saving AC Transit some $115,000 per year. Buses using the Golden Gate Bridge currently are charged 13 cents per vehicle — the same rate as charged for private autos.

Transbay buses carry nearly half the commuters crossing the Bay Bridge.

The Governor observed that the day may come when free transportation should be offered to encourage people to use mass transit instead of cars.

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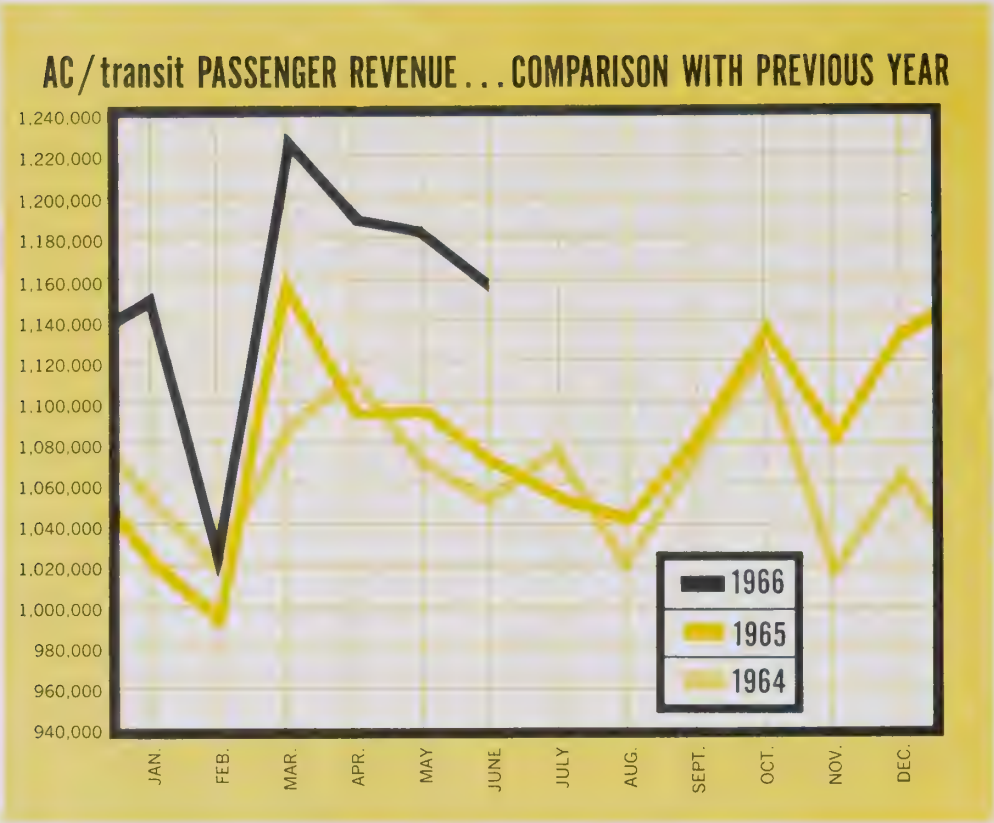
SEEING DOUBLE — Buses carry nearly half of the Bay Bridge commuters. If everybody drove, two bridges would be needed.

"It might be cheaper than building these new freeways," he said, noting that the number of automobiles in California has doubled in the last decade.

"If we think we can build freeways fast enough to keep that up, we have another think coming."

Another member of the Toll Bridge Authority, Lt. Gov. Glenn M. Anderson, said he hoped the Public Works Department will be able to recommend a further reduction in Bay Bridge tolls for transit vehicles.

"I would like to see us reduce the rates if we are going to get more people in buses," Anderson declared.



Revenues and passengers increased in volume during the month of June, continuing the District's steady gain in new customers.

Passenger revenue totaled $1,156,800, an increase of $90,300 or 8.5 percent over the same month last year.

John F. Larson, treasurer-controller, attributed 5.4 percent of the increase to a recent fare raise, and the remaining 3.1 percent to a boost in patronage.

Number of passengers carried on East Bay and transbay lines reached 4,279,-996, a gain of 75,191 or 1.8 percent.

Commute book sales remained fairly constant, with a total of $184,577 for this June, compared with $183,742 a year ago, a gain of 0.5 percent.

The District operated 1,898,002 miles of service—up 10,467 or 0.6 percent over June last year. Operational costs totaled $1,260,858, an increase of $84,-992 or 7.2 percent over year-ago expenses.

Total income of $1,426,896 was sufficient to cover the month's operation expenses, bond debt requirements, and most equipment replacements costs, leaving a deficit of $21,200 for the month.

Sunday fun pass hits new sales record

Bus-riding customers, taking advantage of a double bargain, made it a double record for AC Transit over the July 4 weekend.

Sales of Sunday and holiday fun passes reached 1,744 on Sunday, July 3, highest record yet, and 1100 on Monday. The total of 2844 was a new high for two-in-a-row pass days.

The previous double record was made on July 4 and 5 last year, when 2684 passes were sold.

A new single day record was made Aug. 7, when 1750 passes were sold.

A piece of wood

Looking for a hobby?

Because he loves wood, Lex Patton, 33, receiving clerk in the Purchases and Stores department at Emeryville Division, has a hobby of compensations.

He builds, refinishes and reupholsters, if need be. And when he's finished, he can step back like any artist and take satisfaction in a piece of furniture or other article that has emerged, grain smooth, under the magic of work and care.

Patton's interest in refinishing furniture had its beginning, he thinks, in a fascination with wood.

"A piece of wood never dies. To me, it is a living thing and I always enjoyed working with it."

Starting with woodworking in school, Pat proceeded into refinishing — picking up reupholstering along the way. Now, he is studying wood carving at night school — knowledge he's putting to work on the grandfather clock he is building from Philippine mahogany.

Patton enjoys looking for "bargains" — like old phonographs, a love seat, or a chair with three legs — purchased for 25 cents and now one of the most comfortable chairs in his home at 2323 Doidge Ave., Pinole.

He has found, though, that there is no substitute for "muscle power" and work.

Pat "takes it easy" and works at the refinishing "when I feel like it. When I get tired, I stop and don't go back to it for awhile."

He finds a glass scraper the best way to strip a piece of wood down to its natural state. He has a piece of window glass cut in almond shape and then uses it to scrap varnish, paint or stain from the article. Sometimes he uses varnish remover.

"I keep trying new products, but the scraper works the best."

After he's down to the wood, he does a good job of sanding, with sandpaper and steel wool. Then he stains, mixing stains, sometimes, for the shade he wants.

He uses a rag for the stain — never a brush — and a buffing with fine steel wool between coats. Patton's wife, Bertha Ann, who shares his love for wood, gets to take over the rewarding final touch — the coats of dull varnish.

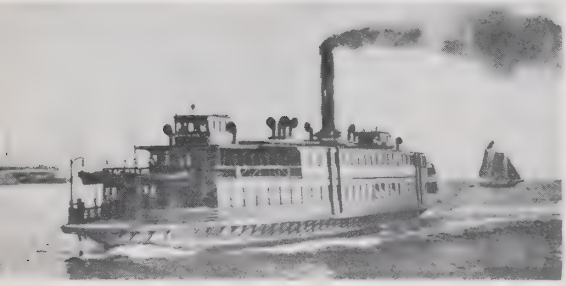
Patton can list among his accomplishments in the past eight years the refinishing of a table, a 1909 phonograph, buffet, china cabinet, and end tables. And he's built, "from scratch," another table, cabinets, window sills "and things like that."

He can't (sigh!) take on any outside projects for others with big ideas and tired arms. He has all the refinishing he wants to do with his own projects. But if there's a bargain, someplace . . . let him know.

ELBOW GREASE — There's no substitute for hard work, but Lex Patton finds reward in refinishing old furniture.

BUSY BAY — Southern Pacific and Key Route ferries churn the Bay past a tree denuded Yerba Buena Island and a coal-burning, four-stacker cruiser at anchor on "Battleship Row." The "Oakland," with its "walking beam," was perhaps best known S.P. ferry. Rebuilt in 1875 from the side-wheel river steamer "Chrysopolis," it later — in 1939 — saw very brief service under the Key System orange at Golden Gate International Exposition.

Memories of a Ferry Boat Captain



PIER AHEAD — The ferry boat "Yerba Buena," which carried Key Route's first revenue passengers, heads for home at Oakland pier, tossing a smoke plume at laden schooner.

COMING AND GOING — Only the Fairmont Hotel dominates the San Francisco hill-line as Key Route steamer heads toward Ferry Building slip, passing a Southern Pacific competitor.

The ferry boats were one-stackers. Everything flew flags. Potted palms and banana trees hopefully were adding a tropical touch to the breezy gaslit impersonality of the Ferry Building in San Francisco and the waiting room at the Oakland Key Route Pier.

And at the wheel of one of the orange ferries was Capt. Adolph Nilsson, graduate of a Swedish navigation school, another of the seagoing men who had settled for the criss-crossing of San Francisco Bay.

Captain Nilsson was among the first. He worked as a watchman while the Key Route pier was under construction in 1903, boarding the first ferries as a second mate in the same year, and working up to captain in 1915 in time to carry visitors to the Panama-Pacific International Exposition.

This may have been the occasion for having a photograph of his crew,

ALL ABOARD – A proud day for Adolph Nilsson, seated at the right, captain of the "San Jose," one of Key Route's first ferry boats. Watch chains indicate all knew "the time."

PLEASANT LANDING – Potted palms and banana trees struggled under the gas lights at Key Route pier waiting room, adding elegant touch for first commuters.

taken aboard the steamer *San Jose.*

Watch chains were much in evidence. Hats were set squarely. The tailored polish of later uniforms was missing, but transportation policy was firmly established, in orders issued by the first superintendent, James P. Potter, and repeated by general managers to come:

"Better an hour late in making a slip than risking collision in fog or storm . . .

"Other boats may crowd you and cross your course. Give them sea room. Don't frighten your passengers and risk their lives by holding your course and crossing their bows a boat-length ahead . . .

"The good will of the public and their patronage are essential to our success . . ."

The general orders to officers of the ferry boat service. Uniform buttons. An employee pass in Captain Nilsson's name to the exposition. A souvenir from the first day of operations over the new solid fill on May 18, 1916 . . .

These, along with postcard photographs and a rare Key System folder, describing a Key trolley trip to the Ostrich Farm in the East Oakland of today, have been presented to AC Transit for historical keeping by Captain Nilsson's daughter, Mrs. Lillian Chappell of 176 West MacArthur Blvd., Oakland.

Although Captain Nilsson died in 1921, Mrs. Chappell grew up in transportation, working for the American President Lines, riding to work with the trainman who now is her husband, Marion H. Chappell, veteran of streetcar, train and bus service before he retired from AC Transit in 1963.

The collection has been added to other material, to aid the district in further recording the appearance, as well as the memory, of the transit system it can call "Grandpa."

SPECIAL OUTING — Youngsters from Oakland poverty neighborhoods disembark from AC Transit buses in Tilden Regional Park during bus tour sponsored by Oakland Council of Churches and municipal recreation department.

Into the sunlight

Hundreds of youngsters living in Oakland poverty neighborhoods were treated to bus tours of Bay area points of interest this month.

The youths, many of whom rarely leave their neighborhoods, visited such places as regional parks of the East Bay, beaches and made trips across the Bay Bridge to attractions in San Francisco.

The program considered highly successful for the initial year, was sponsored by the Oakland Council of Churches and the Oakland Recreation Department. The church group also received financial support from the general public.

Tours were restricted to children living in the city's poverty areas and to those in the fourth through the eighth grades. Each youngster paid a 10-cent fee to help cover insurance.

New employees join district

New District workers include:

General Office

Treasury: David Cushman, El Cerrito, junior typist clerk; Charles De Los Santos, Oakland, cashier clerk.

Emeryville Division

Auto Maintenance: Sam Leister, San Leandro; Raychelle Redmon and William Striegal of Oakland.

Building Maintenance: Robert Orr, Alameda, electrician.

Bus Operators: R. J. Raby, Alameda; D. J. Hrbacek, Concord; Ernest Hamilton, Walnut Creek; G. W. Annis, Sr., Millbrae; M. B. Brown, Berkeley; Elijah Howard, B. L. McFarland, J. I. Jackson, M. R. Miles, all of Oakland.

Richmond Division

Auto Maintenance: Roy Cobern, Richmond.

Bus Operators: J. E. Jefferies, D. L. Morris, of Richmond; B. A. DeSoto, B. J. Lewin, of San Pablo.

Seminary Division

Auto Maintenance: James Maddox, Jr., El Cerrito.

Bus Operators: Ronald Mosley, Daniel Akai, V. F. Daggao, Jr., O. L. Owens, R. W. Johnsen, Raymond Lynch, G. E. Meydam, all of Oakland; W. M. Haynes, San Francisco; W. M. Hyland, Milpitas; K. L. Lincicome, Sunol; D. M. McAlpin and E. L. Deets, Hayward.

Our 'Stockholders' Write

I wish to commend . . . (**Fred Washington**) . . . I boarded an AC Transit bus in Berkeley . . . noticed a man sitting in front . . . Mr. Washington apparently suspected that something was wrong and the man might be ill. He flagged down a police car . . . the man was a diabetic and apparently in a coma . . . an ambulance was called . . . the man was taken away for treatment. Had Mr. Washington not taken the trouble to investigate, very serious consequences could have resulted . . .

Philip Smith
San Francisco

☆ ☆ ☆

Recently an elderly man with a cane boarded one of your "A" buses driven by **N. E. Torrevillas.** The driver turned to watch . . . the man spoke rudely and sharply, "I'll pay, don't worry, I'll pay" . . . Mr. Torrevillas gently and politely replied, "I know you'll pay, sir. I'm concerned about your standing; I want to be sure you're seated before I start." . . . I also noticed this courtesy carried over into Mr. Torrevilla's attitude toward other drivers on the road . . .

R. E. Dunstan
Safety Officer
Oakland Post Office

☆ ☆ ☆

. . . what a wonderful trip our group had to Yosemite National Park . . . due much to our excellent driver (**John Self**) . . . Mr. Self was most kind and courteous to each and every one of us . . . not once did he appear impatient . . . and there were many times he might well have . . . He was a wonderful driver handling the bus with great skill around those curves and mountain roads . . . it was our good fortune he was selected to be our driver . . .

Mrs. Lois Cepanich
Oakland

☆ ☆ ☆

It is with pleasure that I write this letter to express my appreciation of one of your drivers (**John Rose**) . . . so courteous, accommodating, cheerful and kind and actually he starts each of his passengers off with a smile and a song in their hearts each morning . . .

Mrs. Paul J. Hallman
Oakland

☆ ☆ ☆

. . . we know not only AC Transit, but also the employees of AC Transit, and the one in particular, who through his conduct and courtesy, has caused us to write this letter . . . **Mr. Edwin Munson** . . . has been most kind in assisting our two school girls in finding their way about Oakland . . . they have more than once remarked about Mr. Munson's courtesy on the road, friendly attitude toward patrons of the bus and general interest in these people and their security and pleasure while traveling on AC Transit with him . . .

Mrs. Walter Hake
Oakland

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ALAN L. BINGHAM . . . . Public Information Manager

At an adjourned regular meeting July 27, the Board of Directors:

- Authorized a request for bids to supply diesel fuel and other petroleum products, on motion of Director Warren.
- Approved installation of king-size advertising frames on 138 buses, on motion of Director Copeland.
- Established new position and salary of Charter Services Manager, on motion of Director Copeland.
- Confirmed intent to make increases in wages and benefits if authorized to non-union personnel, effective July 1, on motion of Director Warren.

☆ ☆ ☆

At the regular Aug. 10 meeting, the Board of Directors:

- Established ward boundaries for District director elections, on motion of Director McDonnell.
- Adopted a resolution calling for election of four directors on Nov. 8, and consolidating election with general State election the same date, on motion of Director Berk.
- Authorized service improvements to Lines 65 (Dwight Way) and 74 (Ashby Ave.), and inauguration of special school service in Sherwood Forest area of Contra Costa County, on motion of Director Berk.
- Increased salaries and health benefits of non-union personnel, on motion of Director McDonnell. (See story, this page).
- Authorized Director Copeland to represent District at meeting on Urban Mass Transit Planning, on motion of Director Rinehart.

Matching wage boost granted non-union workers

AC Transit's non-union employees were granted this month a 4.87 per cent pay raise, effective last July 1, to match the wage boost recently granted union workers.

Management personnel, including foreman and supervisors, also will receive an additional $3 a month in welfare benefits. The increase will cost the district $42,412 a year.

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AC TRANSIT transit-times

For the Good of Your Community

Vol. 9, No. 5 OAKLAND, SEPTEMBER, 1966

Increase in patronage, Lower bay bridge tolls Cut planned tax hike

A tax increase—less than anticipated—has been levied by AC Transit directors to meet inflationary costs of operating district bus service.

Aided by a surge in riding and a decrease in Bay Bridge bus tolls, directors determined a tax increase of 3.5 cents would balance a revised budget of $17,434,200 for the fiscal year.

The board had faced an estimated tax increase of 4.3 cents, to cover increased operating expenses.

The board action fixed the new tax rate for the special transit service district at 16 cents per $100 of assessed valuation.

Contributing to the more favorable financial picture was the accumulation of greater revenue than expected from the increase in transbay commuter and children's fares last Jan. 1.

A cut in Bay Bridge tolls from 75 cents to 50 cents, effective the first of the month, also is expected to save the district some $95,000 during the year, according to Ray H. Rinehart, finance committee chairman.

The year's estimated loss of $635,200, plus accumulated prior year deficits, will be partially offset by $545,000 in capital grants to be received from the Federal government, Rinehart added.

The final overall deficit estimated at

(Continued on Page 5)

BUS FORMATION—Special loading zones for AC Transit buses—including the 77-passenger Freeway Train—are planned by coliseum and transit officials.

Special football buses Take fans to coliseum

A new pattern of "coaching" was set up by AC Transit this month to carry football fans to opening game activities at the new Oakland-Alameda County Coliseum Complex.

Expanding the concept of "racetrack specials," the district organized "Coliseum Specials," to operate express from downtown Oakland and from shopping centers in four other East Bay locations.

Starting in mid-morning, in time for pre-game opening, buses made nonstop runs as quickly as loaded, operating direct to entrance gates at the coliseum.

Fans were invited in newspaper stories and in ads, to board the buses along Broadway in downtown Oakland or at Southland Shopping Center,

(Continued on Page 2)

INSTITUTE OF GOVERNMENTAL STUDIES
OCT 5 1966
UNIVERSITY OF CALIFORNIA

Transportation rolls into new areas

Bus service was inaugurated in several areas of the East Bay this month.

Students were able to ride district buses for the first time to classes at DeAnza and Juan Crespi schools in El Sobrante, with approval by the Board of Directors of a special service contract covering the Sherwood Forest area which is outside District boundaries.

Cost of the special school bus trips are being born by residents of the area, who are paying for the off-route mileage, plus regular District property taxes.

Students are paying the usual 15-cent fare for the transportation; adults can ride by paying adult fare.

Peak hour service to upper Sequoyah Rd. in Oakland was inaugurated by extending Line 46-A buses into the area to transport school students and commuters.

Other buses on the line are observing a new terminal loop, traveling via 90th Ave., MacArthur Blvd., and back to 82nd Ave.

Coaches on East Oakland's Line 54 were returned to a 20-minute weekday frequency, with completion of paving work on 35th Ave.

Service frequency between downtown Hayward and California State College was boosted, with buses on Line 91-A running every 30 minutes during the midday hours.

New service to the discount stores and other business firms in the Hegenberger Rd. industrial area began, with extension of the crosstown MacArthur Blvd. Line 57 from 73rd Ave. and East 14th St., along East 14th to 77th Ave. and to Hegenberger Rd. The line will loop into the new Oakland-Alameda County Coliseum complex for scheduled events.

Buses started operating for the first time to the Berkeley Marina and heliport, with designated coaches on Line 51-M traveling via University Ave. and the East Shore Freeway overpass, to the facilities.

AC Transit takes over 'coaching' role

(Continued from Page 1)

Hayward; Southshore in Alameda; El Cerrito Plaza, and at three stops in Castro Valley.

Chambers of Commerce in the different cities joined in a publicity campaign to urge rooters to park free and use the special bus service to avoid expected coliseum traffic congestion.

The district's 77-passenger Freeway Train, usually assigned to transbay commute service, was rolled out to the busiest locations to help keep the special service moving at a brisk pace.

Riders paid one-way fares of 60 cents for the special non-stop service from Oakland and Alameda, and 75 cents from the outlying locations.

In addition, patrons could use regular service to the coliseum, provided by the crosstown MacArthur Blvd. Line 57C.

Annual payment made On outstanding bonds

A payment of $935,193 was made by John F. Larson, AC Transit treasurer-controller, on the District's bonded debt last month, reducing the balance of outstanding bonds to $13,250,000.

A $16,500,000 bond issue was voted by citizens in 1959 to finance purchase of Key System Transit Lines and its facilities; to put the District into operation and finance new equipment.

Our 'Stockholders' Write

I do not have the opportunity to ride the bus very often . . . Yesterday was one of those times and I wish to report that the driver (**Clarence Jacobs, Jr.**) was extremely courteous . . . the driver was helpful in givin me directions . . . I also noticed his helpfulness with other customers . . . Also he let people get seated before starting up the bus . . .

George E. Weber
San Jose

☆ ☆ ☆

. . . Why don't you have more drivers like **E. N. Dawson?** . . . to try to list all the incidents where Mr. Dawson has gone out of his way to be helpful to his passengers would be pointless . . . but his courteous, helpful attitude is most refreshing . . . even passengers waiting at the stops for other buses are not beyond his help . . . Often he has asked where they are going and then offered the necessary information to help them reach their destinations . . .

Mrs. Diane M. Jordan
Hayward

☆ ☆ ☆

. . . I liked the ride to Sacramento. It was a very relaxing trip. I thank you for taking all of us and I hope our singing didn't distract you . . .

Thanks for letting us rent two of your buses . . . we liked the ride . . . the air conditioner was pretty good . . .

My class had a good time on two of your buses. On the way up, I looked out of the window and I talked. But on the way back, I slept like a baby . . .

I would like to thank you for going through all that trouble to take us to Sacramento. I am very sorry about all that noise we made on the way up and back. Since this was our first big trip, we were all excited . . .

We had a nice bus driver . . . This was the only trip I enjoyed because we had air conditioning and rest back seats. It was wonderful . . .

Letters from 6th Grade Class,
Washington School
Oakland

☆ ☆ ☆

It is always a pleasure to meet a fine person such as **Mr. Charles Sigler** who has been our bus driver for the past three months . . . he is courteous, pleasant and of excellent character . . . I can honestly say that as a commuter, I have yet to meet a person who deals with the public that has been so considerate, kind and a pleasure to know.

Morris J. Volpatti
San Francisco

☆ ☆ ☆

. . . this man (**V. L. Leslie**) is to be congratulated on his excellent service. . . . he is a top notch driver . . . he has a cheery greeting for his passengers and always a smile for the newcomer. He also will give people information regarding schedules of other buses . . .

Mrs. Muriel Stevens
Hayward

☆ ☆ ☆

I wish to recommend highly your operator **F. M. Tinkham** of Line F for efficient, friendly and kindly service. As a local passenger . . . I saw evidence yesterday of a devoted employee. Here's to more of that kind.

Mrs. Orwell Logan
Berkeley

'HAHN SPECIAL' – Together, William at the left and his brother, John, can tally 82 years on the trains and buses. Billy is planning now to split the brother team by retiring.

An epic in transit

If you rode the A line any time in memory, you probably rode with W. E. Hahn. And if it was during the long era of trains, likely as not you rode the "Hahn Special," with Billy at the controls and brother Johnny, as conductor.

Now, with 41 years of service, stuck in his hat, Billy is planning to split the brother team that has the longest number of years on District rolls.

He intends to retire to spend more time luring the wily trout, while John, 64, who will tally 41 years in transportation Dec. 9, expects to keep on driving.

Third man from the top of the seniority list, Billy went to work for the Key System in April, 1925. He had been trying to find a job, "looked up and saw the offices at 22nd and Grove and decided to put in an application. A couple of weeks later, they called me."

He operated a street car for over three years, then switched to trains.

"I'd rather run a train than eat though hungry," Hahn declares. "When the click of the rails gets in your blood, you never get it out."

Hahn remembers he was reprimanded once for "using too much whistle in the yards—but I never was horn happy on the road."

Among pleasant memories he recalls stopping the "B" train at Grand Ave. and Perkins St. once to let a "mama duck and her young family waddle slowly across the tracks . . . wouldn't want to scare a duck."

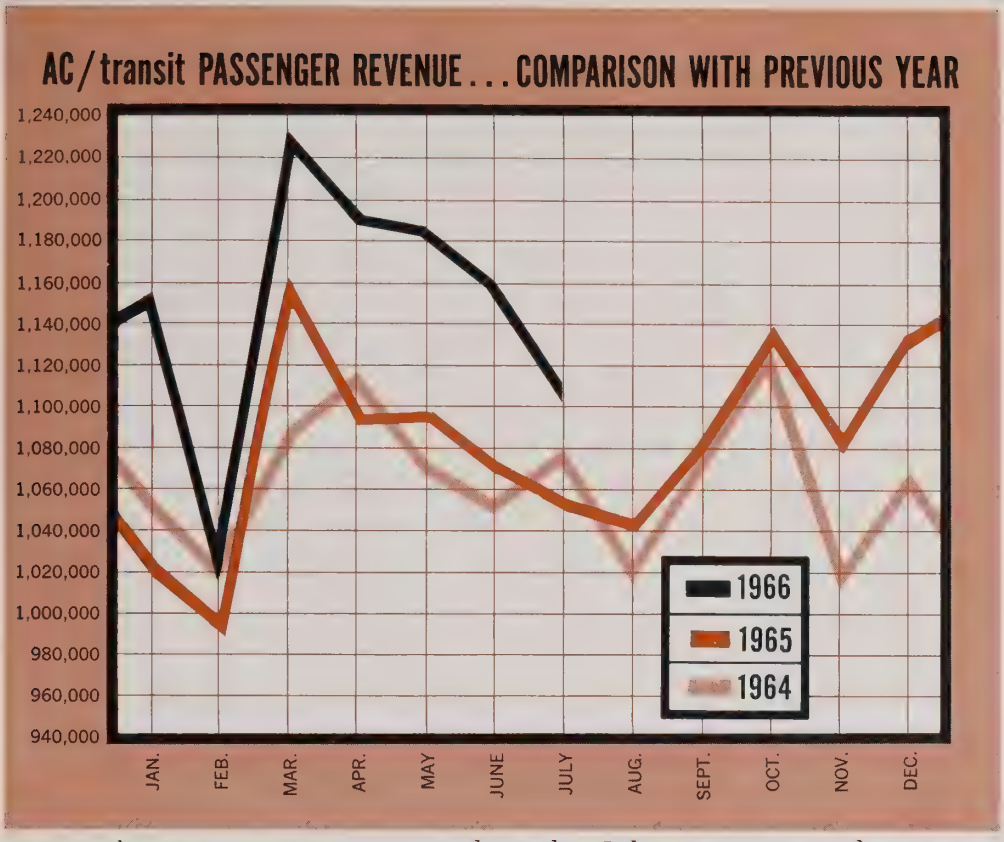
Hahn and his brother worked together for most of his 29 years on the trains and were so close that each answered to the other one's name.

Trains to Bus

"When the trains went off in 1958, I had 33 years' whiskers and they told me I had to quit or drive a bus. So I've been driving since," Billy said.

He kept to the A line until recently, moving over to the 63 line in Alameda to ease out his final mileage before applying for retirement.

Billy, who lives at 2431 Overlook Dr., Walnut Creek, plans to spend much of his leisure time fishing. His brother, who lives at 18249 Lake Chabot Rd., will remain on the job. He drove on the Seminary Ave. line at night for a number of years, but now is wheeling a coach on Line 91 between Castro Valley and Hayward.



A steady gain in customers was indicated in July as revenues and passengers showed an impressive increase over the same month of the previous year.

Passenger revenue totaled $1,105,254, an increase of $54,523 or 5.19 percent over last July. Of the total, revenue on East Bay lines was up 4.5 percent, while riding on transbay service showed an increase of 6.14 percent.

The number of riders carried on East Bay and transbay lines reached 4,003,-609, up 5.15 percent over the passenger figure of a year ago. Commute book sales remained fairly constant, totaling $172,332 for July of this year as compared to $173,783 in July, 1965.

The District operated 1,825,436 miles of service, down 37,528 miles or 2.01 percent over year-ago mileage of 1,862,964. Operational costs totaled $1,283,-638, an increase of $107,586 or 9.15 percent over expenses in July of 1965.

Total income of $1,470,030 was sufficient to cover the month's operation expenses, bond debt requirements and most equipment replacement costs, leaving a deficit of $846 for the month.

Nationally, the industry showed a passenger revenue decrease of 1.46 percent.

Federal grant, cut in tolls aids finances

(Continued from Page 1)

$769,695, will be erased by the 3.5 cents tax boost, Rinehart said.

Indicative of passenger growth, riding was up over 5 percent in July, as compared to a year ago, with one less working day.

The current budget was toppled out of balance by the district's labor bill, up 6.5 percent.

Although patronage was up, operating costs spiraled even higher, up 9 percent in July.

This is Your Bus

What makes them run?

Playground youngsters were personally introduced to AC Transit buses during tours of Emeryville Division, arranged by Piedmont Recreation Department as a summertime activity.

Trooping around in two batches, the 60 visitors, aged 4 to 14, were most impressed by a ride through the wash-rack and a chance to walk under a bus —in the machine shop pits.

But they also learned that district buses operate on diesel fuel, get five miles to the gallon, undergo an oil change every 5,000 miles and "drip-dry" after washing.

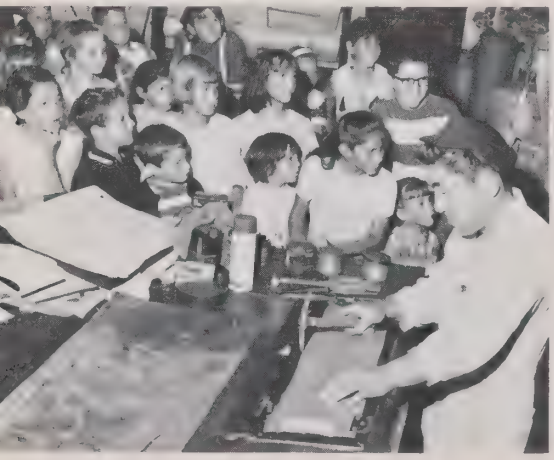
They found a bus looks different—and very intriguing—from underneath looking up. They also learned a bus holds 90 gallons of fuel and 28 quarts of oil and can be repainted in 1½ days, allowing time for preparation and masking.

For some of the children, a ride around the division yard was their first experience in a bus. And the most exciting moment came when the bus was washed, while they watched from the inside.

They discovered a bus goes to the showers every other night, but the front and the wheels have to be scrubbed by hand, like necks and ears. They also found that nobody has to "dry"—the buses come out fresh and bright for each morning schedule.

Wilson H. Green, chief clerk in the maintenance department, acted as guide on the tour, and gave the youngster's the district's history booklet and a route map to complete the "AC Transit Story."

THAT'S A BUS UP THERE! Only mechanics usually get this chance to walk under a bus. Youngsters at right found view especially intriguing. Below, they listen to guide while Eddie Takauchi works on seat in upholstery shop. Tour was activity of Piedmont Recreation Department.



Veteran board members to seek Re-election on November ballot

Four incumbent members of the AC Transit Board of directors will be on the ballot in November, seeking re-election to four-year terms.

All are veterans in District leadership, establishing what is credited as one of the most modern and serviceable transit systems in the nation.

Three were elected to the Board when the District was created by the voters in November, 1956: William J. Bettencourt, representative of Ward IV; John L. McDonnell, director from Ward III, and Col. Robert M. Copeland, Director at Large. E. Guy Warren, director, Ward V, was appointed in May, 1961.

All are seeking re-election to four year terms which expire in January, 1967.

Bettencourt, past president of the Board, lives at 1213 Estudillo Ave., San Leandro, and is public relations director for Friden, Inc.

Copeland, also a past president, is a retired colonel with the U.S. Army Corps of Engineers. He lives at 80 Norwood Ave., Berkeley.

McDonnell, vice president, is owner of McDonnell's Nursery. His home is in Oakland, at 5109 Cochrane Ave.

Warren, owner of Warren Transportation Company, lives at 17031 Cull Canyon Rd., Hayward.

The District is divided into five wards on the basis of population. The board is made up of seven directors, five elected within individual wards and chosen to serve at large by the entire electorate.

Public meetings are held on the second and fourth Wednesdays of the month at 4 p.m., in the office of the District, Latham Square Building, Oakland.

New Workers Assigned To District Positions

New District workers include:

General Offices

Treasury: Corey Legge, Oakland, cashier clerk.

Emeryville Division

Auto Maintenance: Van Cleve Moore, Oakland, service employee.

Bus Operators: R. L. Edwards, R. D. Bruce, J. S. Gomez, D. L. Dean, F. P. Edwards, C. H. Michel, all of Oakland; R. S. Tarlen, San Francisco; G. F. Brown, San Pablo; R. J. Hensley, Hayward; J. P. Lahey, Alameda.

Richmond Division

Bus Operator: I. G. Fuller, Richmond.

Seminary Division

Auto Maintenance: Bernie Jaramillo, Oakland.

Bus Operators: H. G. Lankford and C. E. Alexander, Oakland; L. L. Kidd, Newark; D. L. Boerner, Hayward; R. H. Brickett, Union City.

In Memoriam

ROBERT C. CONNELL, 79, trainmaster at the terminal when he was pensioned in 1952, died July 25.

WILLIAM J. O'BRIEN, 63, service employee at Seminary Division, pensioned in 1962, died Aug. 10.

SYDNEY L. MUNRO, 77 former assistant director of purchasing and stores, pensioned in 1954, died June 13.

EHLER OFFE, 91, clerk at Central car barns before he retired in 1935, died June 21.

ANDREW BONVICINO, 81, trackwalker when he was pensioned in 1951, died on June 23.

At an adjourned regular meeting Aug. 24, the Board of Directors:

- Established East Bay fares for special express service to Oakland-Alameda County Coliseum, on motion of Director Bettencourt. (Story, Page 1)
- Authorized Secretary to receive qualification statements from candidates for Board of Directors and to accept deposits for handling of such statements on motion of Director Bettencourt. (Story, Page 7)
- Approved leasing data processing equipment and acquisition of IBM computer, on motion of Director Bettencourt.
- Established tax rate of 16 cents per $100 of assessed valuation for current fiscal year, on motion of Director Rinehart. (Story, Page 1)

* * *

At the regular meeting Sept. 14, the Board of Directors:

- Authorized purchase of office machines from International Business Machines Corp. for re-sale to MAI Equipment Corp. under new lease agreement, on motion of Director Rinehart.

transit-times

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JOHN McDONNELL . . . . . Vice President
Ward III
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RAY H. RINEHART . . . . . Director at Large
WILLIAM E. BERK . . . . . Ward II
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

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ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . . . . . Public Information Manager

Operators top safety mark; set new record

Passengers had their safest ride yet and drivers chalked up another record as the three motor coach divisions averaged 13,788 miles per accident in August.

The tally was the highest since the District began operations in October, 1960, surpassing the top of 13,650 miles per accident reached in February, 1965.

Coffee and doughnuts were the order of the day for all operators as they shared in "treats" for topping the goal of 12,600 miles.

The achievement of the drivers resulted in a new "bogey" being set, effective Sept. 1. The operators now have their sights set on 12,750 miles per accident.

Emeryville Division led the field for an August record of 15,333 miles per accident. Richmond Division tallied 13,481 miles, while Seminary operators scored 12,784 miles.

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For the Good of Your Community

Vol. 9, No. 6

OAKLAND, OCTOBER, 1966

NOV 1 -

OF CALIFORNIA

ON THE MOVE — First of 30 new Transit Liners, purchased with financial help from Federal government, are unloaded from railroad box cars. Neighborhood areas to be served by new equipment are examined on district route map by, left to right, Leo J. Cusick and Charles M. Haar, officials of U.S. Department of Housing and Urban Development, and William H. Coburn, Jr., president of AC Transit board of directors.

Government joins District in building New bus fleet to serve urban needs

Another 30 new buses were being delivered this month to AC Transit as tangible evidence of Federal government recognition that efficient transportation is vital to the growth and well-being of urban America.

Appropriately, the first of the new *Transit Liners* rolled into the East Bay at a time when transit leaders from North America were meeting here in the area, focusing their own attention on the status, growth and promotion of the nation's mass transit systems.

The District's service routes — and just how the new coaches were to be used — was of particular interest to Charles M. Haar, Assistant Secretary of the U.S. Department of Housing and Urban Development who was to address the 85th annual meeting of the American Transit Association in San Francisco.

Haar's office administers the Urban Mass Transportation Program, which enabled the District this year to meet its equipment needs.

Also here for a look at where the new buses will be assigned to improve service on neighborhood lines and free later model coaches for transbay commute service, was Leo J. Cusick,

(Continued on Page 8)

SHARED INTERESTS — Transit business is a mutual tie for, from left, Mrs. Edward A. Claffey of Indianapolis; Mrs. K. F. Hensel, wife of general manager, AC Transit; Mrs. B. R. Stokes, wife of general manager, Bay Area Rapid Transit District.

WELCOME — Mrs. A. S. Moore, above left, wife of new ATA president, with Mrs. John L. McDonnell and Mrs. Ray H. Rinehart, wives of AC Transit directors. Below, Mrs. E. Guy Warren, Mrs. William S. Bettencourt, wives of AC Transit directors; Mrs. Arnold G. Anderson, wife of BART director.

Transit wives Sample AC Transit Bus service

The East Bay's bus system was eyed by an attractive group of well-traveled experts this month — the wives of transit leaders of North America.

While their husbands considered transportation problems at the convention of the American Transit Association in San Francisco, wives socialized on the east side of the Bay — and sampled the efficiency of AC Transit's fleet of modern buses and freeway-geared city side service.

The women were delivered by boat at Oakland's Clay St. pier after a harbor tour of the Bay and were picked up by District buses for a quick shuttle to Jack London Square and an Oriental luncheon at the Macro Polo.

After a fashion show featuring travel-adapted clothes from Yen Yen of Malaya, the women boarded AC Transit buses for a look at Oakland and Berkeley. Leading the caravan was the 77-passenger Freeway Train — only twin bus of its kind in urban service. Wives of directors and executives of AC Transit and BART served as hostesses.

HOSTESSES — Greeting Mrs. Edward A. Claffey, center, wife of outgoing ATA president, are Mrs. James P. Doherty, left, wife of BART director, and Mrs. William E. Berk, wife of director of AC Transit.

Our 'Stockholders' Write

Yesterday I took the R bus . . . to San Francisco . . . for the first time, and enjoyed the trip immensely. For the first time in about 20 years, I really **saw** San Francisco, the skyline, the shopping district, the new buildings . . . It was wonderful to be free of driving my car and not have to look for some lamppost to hang it on while shopping! And to top it all, it was much less expensive than taking my car . . . when I realize how simple and easy it is to get to San Francisco, I could kick myself for not using your bus before this . . .

Mrs. C. F. Scheerer
San Leandro

* * *

I wish to report a personal experience which illustrates the excellent service and attitude shown by several of your employees and particularly **A. W. Perry** of Division 2 (Maintenance Foreman) . . . Apparently my wallet fell out of my coat on the seat while on a chartered tour . . . the operator called . . . to give me the message about finding the wallet . . . From what I could gather, Mr. Perry turned in the wallet . . . others, including a courteous and friendly dispatcher, took over and accomplished an unusual job of service and for that matter, consideration beyond the call of duty . . . I wanted to tell you how fortunate you are to have men of Mr. Perry's caliber and of the others . . .

Alexis Shelokov
Bethesda, Md.

* * *

I am writing . . . to commend one of your bus drivers (**H. H. Senst**) for his outstanding service and thoughtfulness . . . A car did not see these two little girls and hit one of them . . . The willingness of the bus driver to stop and get everything straightened out was really something... It is a pleasure to ride the bus when the person behind the wheel is considerate and cares about people.

Patricia Pettit
Berkeley

* * *

We bought a Sunday Fun Pass to renew our acquaintance with "My City Oakland," which we had not seen for many years . . . we happened to get on a bus, driven by **H. J. Dupuis** . . . he suggested that we stay on his bus, as we wanted to see Richmond, and that the ride up to Grizzly Peak was very scenic . . . This proved to be enjoyable and interesting . . . I wanted you to know how much we appreciate his kindness and courtesy . . .

Marie Yager
South San Francisco

* * *

My wife and I are customers of public transportation and we deeply appreciate the splendid service that is rendered by the AC Transit employees . . . Words could not say or express our admiration for the extraordinary remarkable service that is rendered by busy operator number 1633 (**A. C. Guiliani**) . . . the wife and I ride on the 11 bus very often and noted the remarkable service . . .

Alexander Berger
Oakland

OFF AND RUNNING — Group chairmen for United Crusade plan campaign at an AC Transit dinner which rolled the annual drive into high gear. From left: Louis Bailey, J. D. Goodman, Eugene Marcus, speaker of the evening; L. H. Minear, W. G. Skilling, D. C. Rodriques, K. F. Hensel, general manager; L. L. McDonald, Mrs. Lillian Texdahl of the Crusade; J. W. Enos, A. R. Lucchesi, C. M. Walker, G. L. Modjeski, Joan Bonetta, John Krajcar, Frank Curcio, R. M. Detloff.

Maintenance workers take Crusade lead

E. A. Williams, veteran mechanic at Emeryville Division, led off as the first employee to give a "Fair Share" — one hour's pay each month—to United Crusade.

Williams, who made his pledge before the drive officially got underway, was closely followed by another maintenance worker, Roy M. Cobern, new service employee at Richmond Division.

Operators Carll B. Miller, at Richmond, and Samuel L. Morgan, Jr., first to be "pinned" last year, were among the drivers who again pledged.

Williams, mechanic for the past 29 years, received his gold and red pin from W. G. Skilling, assistant chairman of the AC Transit campaign, in a ceremoney attended by Louis Bailey, president of Division 192 of the Carmen's Union, and Emil Scala, vice president and business agent. The union is a participant in the drive.

Williams also received a large-sized replica of the pin from A. R. "Tony" Lucchesi, assistant general superintendent of maintenance.

At the end of the first week, some 690 employees contributed $10,867 to the Crusade. Among the 68 who gave a "Fair Share" were the following:

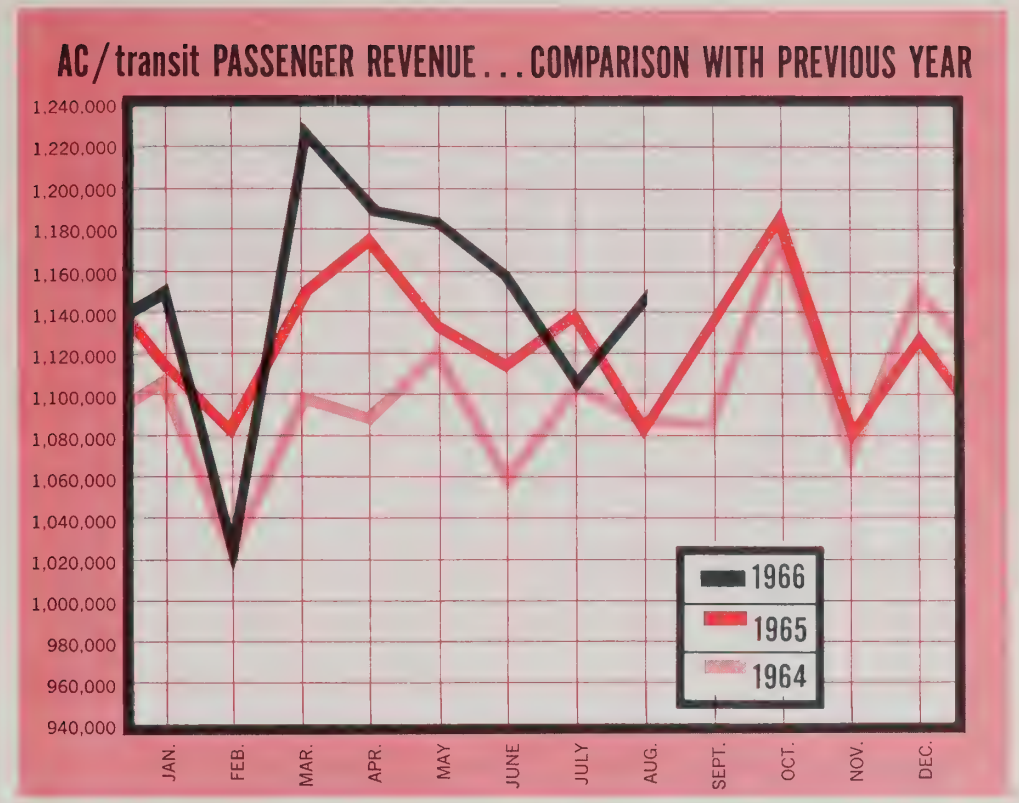
Executive and General Offices

Henry Paterson, C. H. Ptomey, Jr., Saburo Nishimoto, Barbara Slover, Virginia Dennison, J. F. Larson, A. L. Bingham, W. G. Skilling.

Emeryville Division

Operating: J. D. Goodman, G. L. Modjeski, L. H. Minear, L. S. Roudabush, J. S. McKenney, D. F. Lackie, S. L. Morgan, Joe Estrada, Allena Williams, Eligie Williams, W. R. Morgan, W. H. Harrison, S. F. Rigley, G. C. Sherwood, H. L. Jones, T. E. Crabbe, R. E. Matthews, J. W. Dillard, R. L. Gauer,

ON THE JOB — W. G. Skilling pins year's first "Fair Share" pin on E. A. Williams, with support from president Louis Bailey, of Division 192, and Emil Scala, right, union vice president and business agent. Williams, also received large-sized pin replica from A. R. Lucchesi.



Passenger revenue showed a healthy gain in August as the number of riders carried on East Bay and transbay lines took a noticeable upward swing.

Revenue from passengers totaled $1,142,674, an increase of $103,533 or 9.96 percent over $1,039,141 collected in August, 1965. Of the total, revenue on East Bay lines was up 8.12 percent and on transbay service, 12.45 percent.

The number of riders carried by the District reached 4,071,496, an increase of 5.31 percent over the rider tally a year ago. Commute book sales also were up, with a total of $192,366 for the month, an increase of 6.2 percent over sales of $181,113 for last August.

The District operated 1,925,732 miles of service, an increase of 45,699 miles or 2.4 percent over year-ago mileage. Operational costs reached $1,288,866, an increase of $115,703 or 9.9 percent over expenses in August of 1965.

Total income of $1,470,517 was sufficient to cover the month's operation expenses, bond debt requirements and most equipment replacement costs, leaving a deficit for the month of $7,991.

Nationally, the industry showed a passenger revenue increase of 4.51 percent for the month.

P. L. Huntsman, Daniel Small, G. G. Norton, Dorothy Torrenga, J. D. Anderson, G. R. Foster, R. W. White, F. A. Tyler, J. L. Johnson, J. W. Rose, J. E. Jodoin, J. H. Seale, T. B. Petersen, P. L. McDowell, R. J. MacDonald, E. A. Bigler, G. R. Wall, L. L. Wilson, J. A. Davis, J. P. Donahue, J. P. Lahey, R. W. Johnson, Laura Rikli, Roderick MacGregor, James Williams, H. F. Voege, A. H. Jaurez.

Mechanical: E. A. Williams, H. P. Radcliffe, Lloyd L. Smith.

Richmond Division

Operating: L. L. McDonald, G. L. Beraz, Willi Wilms, C. B. Miller.

Mechanical: Roy M. Cobern.

Seminary Division

Safety-Training: C. L. Rush.

Operating: F. D. Bankston, L. L. Vadnais, H. L. Dendy, M. C. Elsbury, S. J. Lewis, H. C. Gilmore, E. N. Dawson.

District on job At first annual 'East Bay Job Fair'

WORK WE DO — Instructor W. L. "Pete" Dodson explains AC Transit skills to visitor at East Bay Job Fair.

A dramatic photo display of AC Transit workers "on-the-job" added both interest and information to the District's participation in the first annual East Bay Job Fair in Oakland.

The photographs illustrated the work handled by the District's employees and indicated the skills required to fill a job.

As one of 127 participating firms and organizations, AC Transit staffed a booth to answer questions about employment possibilities and where to go to apply for a job with the District.

Manning the booth were three instructors, W. L. "Pete" Dodson, Robert Ballard and Clem Redmon. Also on hand were H. M. Davis, executive assistant to the general manager and G. G. Wadsworth, safety engineer.

It's welcome time for New district workers

New District workers include:

General offices

Treasury: Michael Pulsipher, of Oakland, junior typist clerk.

Emeryville Division

Bus Operators: Cuney Clemons, Jr., Charles Dickson, Johnnie Johnson, Jr., all of Oakland; R. E. Draht and Herman Gilbert, of Berkeley; D. W. Maxion, Colma; R. R. Blair, San Francisco.

Richmond Division

Auto Maintenance: Walter J. Chulata, Oakland, service employee.

Bus operator: J. W. Hall, Richmond.

Seminary Division

Bus Operators: W. T. Portteus, Jr., and Amy Martinez, both of Hayward; G. R. Chamberlain, Bethel Island; H. A. Fields, Oakland; J. D. Osborne, Newark.

Long-time driver to Keep rolling — for fun

Fred Trembath, who liked the "dang, dang, dang" of the street cars, as well as the fun of wheeling a bus around, received a disability pension effective Sept. 1, officially closing 21 years "in transit."

Trembath, of 3310 Georgia St., Oakland went to work for the Key System as a motorman in 1945 and switched to motor coaches in 1948. His most regular run was the MacArthur Blvd. line, where he spent five years.

Transportation — or lack of it — brought him to Oakland from San Francisco in 1935: ferry boats didn't run at the hours to match his night working time. He joined the Key System after a wartime stint at shipyards.

Driving still is Trembath's "hobby" — and ahead are planned trips.

It's one of 125 for George; electrician And wife find babies are for loving

Would you believe being "Papa" to 125 children in the past 14 years?

Plus two of your own?

George A. Effinger, electrician in the maintenance department at the Emeryville Division, can claim that distinction. And a diaper record, besides.

His wife has been a boarding mother for the Children's Home Society for that length of time. And it's a real "parent" deal at their home, 4206 Berdina Rd., Castro Valley, with George pitching in to care for the babies – and enjoying every one of them.

Albums of pictures record their affection. They have photographed each child and remember every name. And with pride, they can recount the marvelous progress made with the children through "loving care."

George's face beams as he picks up their latest boarder. He talks to the baby – gets a smile in return – and explains the obvous:

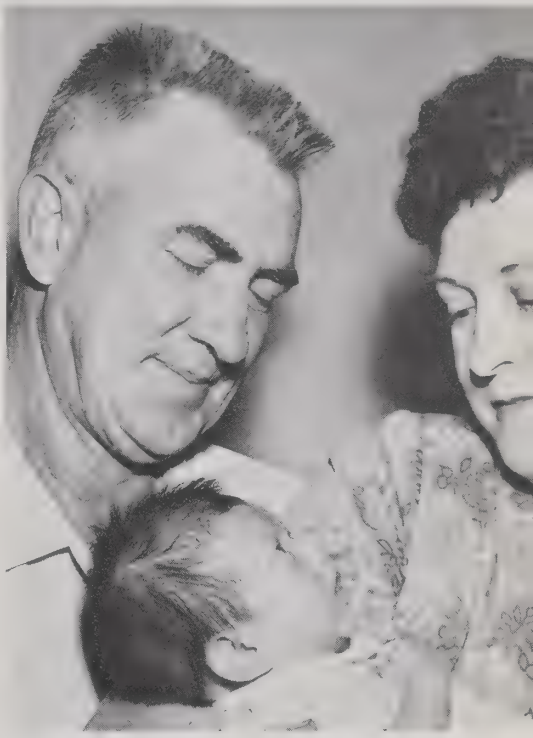
"I guess we just love children."

Babies always have been a way of life for Mrs. Effinger, a young looking – and thinking – grandmother.

"I took care of everybody's children, even before we were married. I've always taken care of children and went right on, even after we had two of our own."

A daughter, Mrs. Clyde Pool, lives in San Leandro with her husband and three children. A son, Gordon, also makes his home in that city.

After a friend became a foster mother for the Children's Home Society, caring for children until they were adopted, the Effingers decided to apply. Immediately they were accepted.



FOSTER PARENTS – Mr. and Mrs. George Effinger and one of the babies who finds "loving care" at their home until they are adopted.

The babies are of varied races – and frequently of mixed blood – and the Effingers enjoy the reactions of the public – and some surprising questions.

George remembers when they had two babies out shopping – one very dark and the other very light – and were asked if the children were twins:

He answered briefly, with a twinkle:

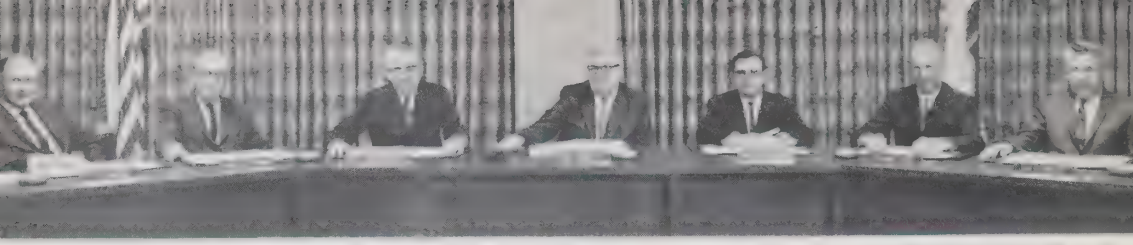
"No – they're two months apart."

Twenty-two years with AC Transit and Key System, Effinger has a happy conviction:

"Looks don't make any difference. A baby is a baby and they have to have their loving..."

New safety record

Seminary Division drivers went over the top in September with a safe driving tally of 14,502 miles per accident. Their record was the first to break the new goal of 12,750 miles.



At an adjourned regular meeting Sept. 28, the Board of Directors:

- Increased fire insurance protection on all District properties to cover 100 per cent of true replacement cost, on motion of Director Rinehart.
- Awarded contract to Shell Oil Co. for furnishing diesel fuel, gasoline and other petroleum products, on motion of Vice President McDonnell.

transit-times

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RAY H. RINEHART . . . . . Director at Large
WILLIAM E. BERK . . . . . Ward II
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

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ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . . . . Public Information Manager

Arrivals boost new Bus roster to 401

(Continued from Page 1)

director of the Urban Transportation Administration in the governmental department.

The buses, which bring to 401 the number of modern coaches in AC Transit's fleet, were purchased with the aid of a Federal grant of $410,000 — half of the purchase price of $820,000.

With reserve funds to buy only half of the 30 buses needed for fleet modernization, the District asked for—and received — the aid under a Federal grant program dedicated to coordinating urban transportation systems as part of the planned development of whole metropolitan areas.

In all, more than $1,140,000 has been earmarked for projects involving AC Transit. An earlier grant is helping to equip the system's basic fleet of 300 buses with a two-way radio network.

The government also is helping to finance a $790,500 study to coordinate future transit service operated by Bay Area Rapid Transit District, San Francisco Municipal Railway and AC Transit.

In his appearance in San Francisco, Haar pointed out that transit systems are not just a local utility, but have to be designed and operated as a part of the urban complex.

He said his department's function was to improve the conditions of urban life.

"Certainly, with only a fraction of the time and cost of placing a man on the moon, we can find better ways than we have for getting the man home for dinner . . . ," he said.

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AC TRANSIT transit-times

For the Good of Your Community

Vol. 9, No. 7 OAKLAND, NOVEMBER, 1966

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District ends fiscal year with new Passenger gains; public support cited

More people are riding AC Transit buses than ever before.

Passengers carried during the 12 month period ending June 30 came to 52,083,157 – an increase of nearly two per cent over the previous year. The additional business resulted in a better financial condition for the District than expected, according to a report on annual system operations, released this month.

Like most business firms and individuals, the District spent the year trying to make "ends meet." But a surge in patronage and public support of a fare increase enabled AC Transit to cut an estimate deficit from $983,000 to $171,124 for the year.

Special concentration was given during the year to expanding service through line extensions and in scheduling additional express operations.

Delivery of another 30 new buses enabled the District to put 370 modern coaches on the road, well over half of the total fleet of 661 buses.

The new "stop-off and go-again" transfer system was numbered among the most valued changes.

The public also was introduced to a new concept in traveling luxury, the experimental "Freeway Train," an articulated duo-bus which carries 77 passengers in greater utilization of crowded freeway space.

Travel was down slightly on local lines, but showed a substantial gain on transbay and East Bay intercity express service. Passenger revenue for the full year totaled $13,427,987, up 5.15 per cent over the year past.

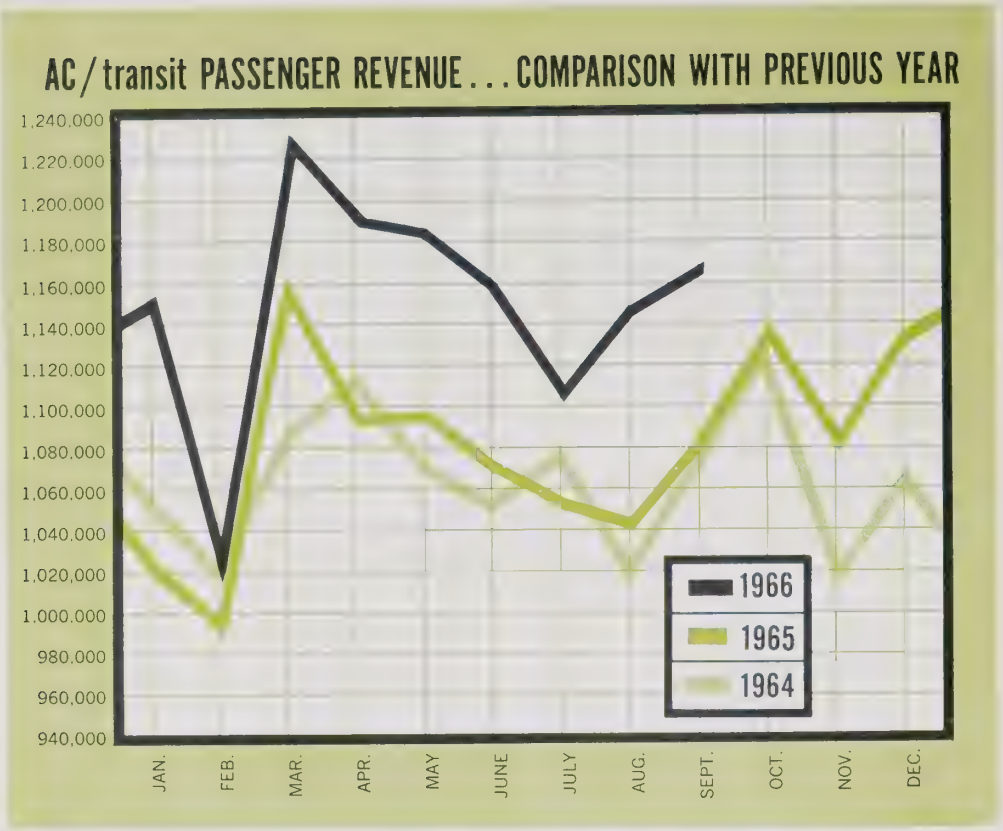
The district carried 38,889,260 passengers on local lines, a decrease of 0.6 per cent below the preceding fiscal year. Transbay travel, however, continued to grow with 13,193,897 passengers taking the bus, a hike of 9.52 per cent. Intercity express lines showed a revenue gain of 12.14 per cent.

Copies of the 1965-66 annual report, which features the City of Emeryville on the cover, may be obtained at the general offices, 415 Latham Square Building, Oakland, or through the mail by telephoning 654-7878.

Operating expenses spiraled to a high of $15,469,239 – up 8.10 per cent over the year before – caused primarily by increased labor costs.

With a deficit of almost a million dollars looming, the District was forced to put good transportation to the test in January. Transbay commute fares were raised two cents a ride and East Bay children's fares were boosted from 10 to 15 cents.

Riding, nevertheless, continued to gain in the following months.



Transit business showed a favorable increase for the month of September, in the number of riders carried and in passenger revenue.

Revenue from passengers totaled $1,162,267, up $84,082 or 7.80 per cent over $1,078,185 collected in September, 1965. Of the total, revenue on East Bay lines was up 6.63 per cent and on transbay service, 9.54 per cent. Commute book sales also showed an increase, with a total of $175,361, up 1.3 per cent over sales of $173,055 in the same month a year ago.

The number of riders carried by the District reached 4,345,008, an increase of 1.24 per cent over the 4,291,640 who rode District service in September, 1965. The District operated 1,898,147 miles of service, an increase of 21,362 or 1.1 miles over mileage of a year ago. Operational costs reached $1,269,999, up $93,417 or 7.9 per cent greater than year-ago expenses of $1,176,582.

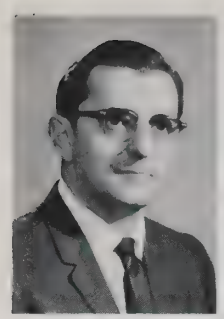
Total income of $1,480,558 was sufficient to cover the month's operation expenses, bond debt requirements and equipment replacement costs.

Nationally, the industry showed a passenger revenue increase of 0.10 per cent for the month.

Two new revenue records set by District

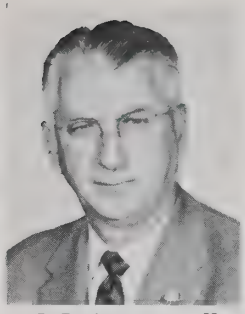
Brisk transbay travel on Friday, Oct. 14, gave the District it's highest level of transbay revenue for any single day of operation – a total of $20,957. The previous high was reached May 20, with revenue of $20,935.44 collected.

Flags also flew with a flurry on East Bay express lines Oct. 7, as a new revenue record was set for intercity service of $3,286.08 for the day. The previous record of $3,233.61 was tallied on Jan. 14.

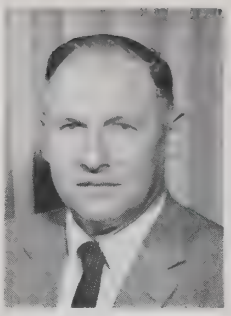


W. J. Bettencourt

R. M. Copeland



J. L. McDonnell



E. Guy Warren

Record voter turnout returns four Incumbent transit directors to office

Four incumbent directors were returned to office this month by a substantial majority of voters.

Three of the incumbents faced opposition at the polls.

Col. Robert M. Copeland, of Kensington, a director at large, won an overwhelming majority in both Alameda and Contra Costa counties. Unofficial returns gave him 161,431 votes in Alameda County against the 82,426 for his opponent, J. Howard Arnold of Berkeley. In West Contra Costa County, the vote for Copeland was 25,561, compared to 11,412 for Arnold.

As final official figures were being tabulated, Vice President John L. McDonnell, of Oakland, had a five to one majority over his opponent in Ward III, Hector Reyna of Oakland. McDonnell's vote stood at 57,371, as against 11,514 for Reyna.

William J. Bettencourt, of San Leandro, representing Ward IV, had a three to one lead over his nearest opponent. The unofficial count stood at 48,218 votes for Bettencourt, and 17,507 for John T. Muldowney, of Oakland.

The three who won contested elections have been directors since the District was created by voters in 1956. A fourth incumbent, E. Guy Warren, of Hayward, director of Ward V, was reelected without opposition, polling 45,753 votes.

Bargain for spectators

West Bay ice hockey fans are able to ride express buses to the Oakland Coliseum Arena — and save money in the process. Combination tickets being sold by the District for the first time at the Transbay Transit Terminal offer transportation and admission, at a 50-cent savings.

In Memoriam

A. J. KLIMAX, who at 100 was the oldest pensioner on AC Transit rolls, died Oct. 14 at Forestville. He worked as a car repairman at Central carhouse from 1908 until he was pensioned in 1938.

CHARLIE C. STEWARD, 69, street car operator from 1924 until he switched to bus driving in 1947, died Oct. 7. He was pensioned in 1959.

FREDERICK W. COOK, 77, machinist from 1917 until pensioned in 1954, died Sept. 16.

HENRY "CHARLES" HANSON, 70, street car operator from 1927 until 1948; a bus driver from 1948 until 1950 and a trainman for the next eight years, until he returned to driving in 1958, died Oct. 28. He retired in 1961.

Bus driver works in double harness

It might be a rare bus driver who can harness a horse, but it's a rarer one yet who can completely make the harness, right down to the last buckle.

Glen D. Fowler, Emeryville Division operator, has varied hobbies, with the fashioning of scaled-down horse trappings – an offshoot of a major interest in "building" articles from leather.

His rigs include padded leather horse collars, hand-carve double tree, tongue, neck yoke and all of the straps, buckles and reins needed for his toy horses to pull the "covered wagon" lamps he puts together for sale.

Drawing on memories of when his father had a rural mail delivery route in Kansas, Fowler insists on perfection in the gear. He uses metal towel racks, for instance, in making the 42 buckles required for a set of harness for two plastic horses.

He uses manufactured covered wagon kits for the lamps, but is making his own miniature buggy, to a one-fifth scale, for a horse he already has harnessed and "ready to go."

Fowler was introduced to leather work by another operator in 1948 and immediately was captured by the satisfaction of watching something "take shape in my hands."

"I sure remember that first wallet. I gave it such a whang I knocked a hole right through it."

Since then, Fowler has turned out countless hand-tooled wallets, more than 50 purses, four gunbelts and holsters, along with the miniature harnesses.

Always good with his hands, he especially likes to work with leather because he can "see it come to life." But he also does some woodwork in his shop behind his home at 621 43rd St., Richmond, and has the special gratitude of his wife for some new garage wall cabinets.

She shares his enthusiasm for another hobby, model trains and the "transportation system" he is setting up in one section of the shop.

A bus driver since Sept. 1, 1944, Fowler probably is one of the biggest operators behind the wheel.

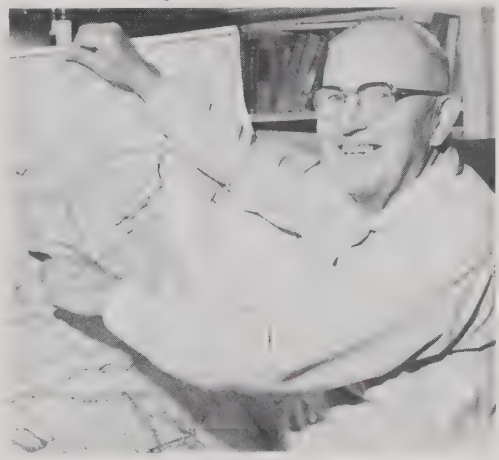
He figures his weight at "about 2½" – meaning 250 pounds – and adds candidly:

"I was a fat little boy. I've always been fat. But my health is good and I can put a bus any place it's supposed to go."

HITCHING UP – With one team harnessed and "ready to go," Operator Glen Fowler shows details of rigs he makes as part of leather "building" hobby. The double harness has 42 hand-made buckles, is authentic to last detail.

A lot of time! Years count up For two friends

AFTER 43 years — Carl H. Brooks, left, checks for last time after turning in to J. D. Goodman, transportation superintendent at Emeryville Division.



THAT'S NOT FLORIDA! Ernest "Ernie" Burgess does a little map wandering while planning retirement trips. Separately, he and Brooks have scheduled trips to Florida next year.

Two District veterans, who started out together on the streetcars 43 years ago, have decided to wrap up their careers at about the same time and head for Florida and leisure time.

For Carl H. Brooks, top of the seniority list at AC Transit, retirement plans came as a surprise — even to him.

"I just suddenly decided I was tired of working and made up my mind I was going to quit, so I did — never even said anything to my wife about it," Brooks explained at his home, 1824 Reliez Valley Rd., Lafayette.

In contrast, Ernest "Ernie" Burgess, 413 61st St., Oakland, had been planning to ask for his pension for several months. He had a good-bye party this Spring and has since been kidded by his fellow workers because he still was on the job.

Both worked together in their early days with Key System. Burgess was on the front end of a street car out of Western Carbarn and Brooks was his conductor.

Brooks, who went to work in April, 1923, switched to bus driving in 1926 and rounded out his career on the Alcatraz line (No. 17).

History repeated itself most noticeably for him when he drove the first bus through the new Webster St. tube to Alameda in February, 1963, as he did when the old Posey tube opened on a dark October morning in 1928.

On his first trip, it was 5 a.m., dark, he was alone, and it was "kind of scary." The second trip was in the glare of sunshine, television and newspaper cameramen and a caravan of automobiles waiting to follow Carl through the tube.

Both Brooks and Burgess have plans of heading for Florida early next year. Burgess went to work in February, 1924, on a ferry boat overhaul, and two weeks later, transferred to the street cars. He moved to bus driving in 1936.

As the man who helped keep commute buses on the line at the Transbay Transit Terminal, for the past 10 years, he figures he's best known as a "parking lot attendant."

Our 'Stockholders' Write

. . . a number of young people boarded the bus. After they had paid their fares, the driver announced that if they got on the bus the next day and gave him quarters, he would give them "pennies in change" . . . my wife told me about this and reported that the young people were quite annoyed about the whole performance and that she could not appreciate the attitude of our children and their complaints . . . everyone riding the bus should be encouraged to give the proper change . . . but to regard the use of quarters for a 15 cent fare as unreasonable — that is carrying things a bit too far . . . **(Agree.—Ed.)**

James A. Morrison
Oakland

* * *

We just returned from a Job's Daughters convention in Long Beach . . . we were driven there by **H. B. Robertson** . . . It was a delightful trip and much of that was due to the thoughtful and courteous bus driver . . . It was like having another chaperone. At all times he behaved in a gentlemanly manner and his patience with our girls was unending . . . most important of all, his driving was the best . . . He knew his vehicle and the road . . .

Mrs. R. M. Milan
Oakland

* * *

I feel you should know that the current regular operator of the 42 Blair bus is outstanding . . . one to be commended for her pleasantness, thoughtfulness of her passengers and initiative. Her name, I'm told, is **Mrs. Helen Pitts** . . . Mrs. Pitts has not only pleasantly greeted her passengers, but she has religiously waited at Oakland and Highland Avenues for the arrival of the transbay Piedmont-Highland CX . . . to pick up from five to seven passengers . . . On behalf of other riders, who I feel certain feel the same way, please extend to Mrs. Pitts our sincere thanks for outstanding service . . .

John T. Beales
Piedmont

* * *

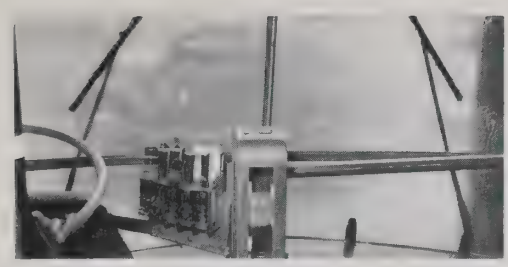
. . . I would like to take this opportunity to bring to your attention the splendid courtesy at all times of one of your bus operators **(O. A. Donais)** . . .

Mrs. Ethel Roberts
Oakland

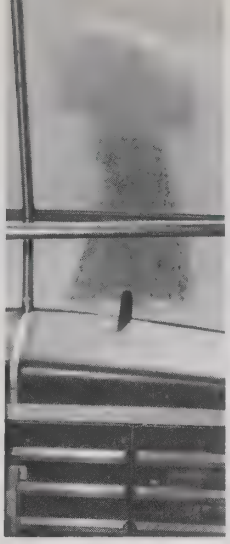
* * *

. . . for some three plus years I have been a commuting passenger . . . I have ridden on many different buses and with many different drivers. Without exception I have found your drivers to be courteous, careful and well trained. Patience also seems to be an attribute with which they are endowed which is frequently exhibited under trying conditions of traffic problems and unreasonable passengers . . .

T. C. Garrick
San Francisco



HAZARDS — Importance of alert defensive driving is dramatized for bus drivers during simulated rainstorm.



"Winterizing" AC Transit

It's that time of year again, when weather puts a test on the skill of District operators and when it's "all-out" with all departments to keep passengers and buses on the safe side of statistics.

And AC Transit drivers headed into the rainy season with an enviable record of accident reduction tucked under their belts.

To remind operators to "winterize" their driving practices, the safety department issued a "when-the-rains-come" bulletin for all drivers, and also simulated, with photographs, some of the problems to be faced.

Summarized, the hazards that accompany wet weather add up to these conclusions:

- Wet streets require more distance to stop.
- More caution is required when approaching intersections.
- A safe following distance must be maintained.

"Remember the other fellow has the same problem of reduced visibility that you have," G. G. Wadsworth, District safety engineer, advised bus operators.

"However, he may not be observing Defensive Driving Practices, so operate your equipment as if you expected him to make a quick stop, beat the signal, cut in on you, or other hazardous driving procedures, and be prepared to exercise all the defensive driving skill you possess to prevent an accident."

During the fiscal year which ended June 30, the District's accident rate dropped by 12.6 per cent below the previous year. And another reduction of 3.4 per cent was recorded in the previous fiscal year.

Transit rolls boosted By additional workers

New District workers include:

General Offices

Treasury: Elmer Marzorini, of Fremont, vault clerk.

Emeryville Division

PBX-Information: Patricia Picchi, of Oakland, clerk.

Maintenance: Joe Prince, of Oakland, service employee.

Richmond Division

Bus Operators: E. J. Davenport, Jr., and B. J. Prestridge, both of Richmond.

Seminary Division

Bus Operators: C. S. Styers, Jr., B. J. Falls, both of Oakland; D. E. Figas, San Leandro; H. F. Meador, Castro Valley.

At an adjourned regular meeting Oct. 26, the Board of Directors:

- Directed Attorney for the District to reply to correspondence initiated by County District Attorney's office in connection with prior years' election costs, on motion of Vice President McDonnell.
- Declined to extend western end of Fruitvale Ave. line, as requested by area residents, because of additional expense, on motion of Director Berk.
- Approved procedure for developing agreement with Division 192 of the Carmen's Union to changes in existing pension plan, on motion of Director Rinehart.

At a regular meeting Nov. 9, the Board of Directors:

- Authorized payment of $900 special assessment to American Transit Association, on motion of Director Rinehart.
- Approved $250 increase in semi-annual dues to Oakland Chamber of Commerce, on motion of Director Rinehart.

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WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

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JOHN F. LARSON . . . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . . . . Public Information Manager

A united response to United Bay Area Crusade

Workers, who traditionally "dig deep" to help others in need, were backing the line this month with over $17,406 pledged to United Crusade.

With the drive almost completed, 109 employees also had pledged one hour's pay each month as their "Fair Share" of giving — a 24 per cent increase over last year. They are:

Executive and General Offices

K. F. Hensel, F. W. Curcio, R. N. Reinberger, M. W. Pulsipher.

Emeryville Division

Operating: Ralph Rubin, H. H. Christian, R. B. Granger, G. K. Au, M. N. Reed, Murphy Williams, A. S. Lewis, J. M. Boysen, J. C. Wansitler, F. O. Cascadden, F. T. Heaton, E. I. Ryan, J. F. DeWatney, E. R. Hayes, A. R. Blackmon, B. L. Tomlin, C. B. Anderson, J. N. Alder.

Mechanical: Mario Benassi, R.T. Abraham.

Seminary Division

Operating: R. M. Detloff, P. W. Hadden, J. D. Vestal, E. K. Wadsworth.

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For the Good of Your Community

Vol. 9, No. 8 OAKLAND, DECEMBER 1968

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UNIVERSITY OF CALIFORNIA

Special bus carries 'Happy Holidays' Message to residents from District

The District rolled out a special greeting to all residents this month, with a decorated bus expressing "Happy Holidays" in languages from around the world.

It was the fourth year in a row that a bus has been transformed into a traveling Season's greeting to extend AC Transit's best wishes. The response was the biggest yet, with a record number of youngsters turning out for the introductory run of the "Santa Claus Express" and a chance to ride along with St. Nick.

They lined up at announced time points in different cities, loading the bus on the Saturday inaugural to see and talk to Santa and ride along with him on the special express.

The bus was painted a bright Christmas green and featured 21 red and white cut-outs of Santa, proclaiming "Happy Holidays" in almost as many different languages — appropriate to inheritance of area residents.

On its initial course, the Santa Claus Express operated from Richmond, via El Cerrito, Albany, West Berkeley to Oakland. It then proceeded from Oakland through East Oakland and San Leandro to Hayward. Returning to Alameda, it operated through Alameda, downtown Oakland and Berkeley.

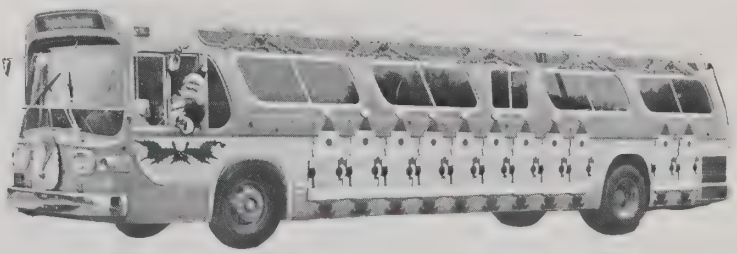
On board for the first day was St. Nick himself, Nicholas P. Alevizos, superintendent of the Richmond Division, whose seniority as Santa Claus dates to 1939 when he first welcomed commuters.

Something new was added this year, with Santa setting up a workshop at the Transbay Transit Terminal in San Francisco to bring free candy canes and a jolly greeting to the District's family of commuters. The ticket booth and the area leading up to the loading platforms was decorated to add holiday cheer.

Candy canes also were given to all passengers when St. Nick was aboard the Santa Express.

Two women operators, Neysa Harford and Adele Bosco, continued a three-year tradition by dressing up as Mrs. Santa Claus and riding buses to distribute free canes and bus informa-

(Continued on Page 3)



SANTA'S EXPRESS — Cut-outs of Santa, and St. Nick himself extend District's holiday greetings.

New Pension plan becomes effective; Changes approved by Union, District

A new pension program, which lowers to 55 the minimum age at which employees can retire and receive benefits, was approved this month by the Board of Directors.

Under the new plan, an employee also can receive as much as a 27 percent increase in benefits — depending upon years worked, salary earned and age at retirement — as compared with the former retirement program.

The agreement permits normal retirement at age 60 to workers with 20 or more years of consecutive service. Previously, the age was 62.

Earlier Retirement

It permits earlier retirement, starting at age 55, to workers of the same seniority, but with reduced benefits.

For the first time, a worker with 15 years of service is guaranteed a pension if he leaves the district after reaching 50. The payments, at a reduced amount, would not become available until he is 65.

The pension agreement, endorsed earlier by Division 192 of the Carmen's Union, emerged from months of complex studies and meetings, underway since improved coverage was made part of an arbitration award in 1965.

The agreement, which is to remain in effect five years, has these other main points.

- Pension benefits will be based on a percentage of average top earnings for any 10 individual years. Previously, benefits were computed on a basis of 10 consecutive years.
- The amount of outside earnings is limited to $1500 per year for employees retiring prior to 62. Other income, such as dividends, interest, rent from property, is excluded.
- Veteran workers, 60 years of age or over as of last July 1 and with more than 25 years of experience, can take advantage of benefits under the old plan rather than the new plan — a condition generally advantageous to long-time workers.
- Improvements and modifications apply to any employee pensioned on or after July 1, 1966. There are no changes in benefits for employees pensioned before that date.
- Number of years to qualify for disability are reduced from 20 to 15 years of continuous service for employees 60 or over. The former disability benefit formula was retained, but benefits will be based on highest earnings for any 10 years.

The agreement permits the union to have an observer present at all meetings of the pension board when acting on union pension matters.

It also provides an actuary to periodically review the plan experience and disbursements, from the viewpoint that if monies in the pension fund permit, application of the basic formula may be changed from average of highest 10 years of work to a lower number of years.

Funds Put Aside

Under terms of the arbitration decision, the District has, since March 1, 1966, been putting aside funds based on five percent of wages paid for hours worked.

This fund, to which the District alone contributes, is to be used to pay all pension benefits.

Information on the amount of pension benefits, calculated for various combinations of years worked and age at retirement, soon will be distributed to all employees.

Union pensions have been costing the District approximately $210,000 a year. New contributions will boost the annual cost to an estimated $390,000, based on current wage levels.

RIDE ALONG WITH SANTA — Happy youngsters find St. Nick as they board Express. Operators Neysa Harford and Adele Bosco, right, help in candy cane giving.

Youngsters greet Santa Claus Express

(Continued from Page 1)

tion designed to make traveling and shopping easier. Like St. Nick, they received a hearty welcome.

Passengers, sometimes reluctant to board the decorated bus until welcomed aboard, had comments like that of one woman on San Pablo:

"I didn't know if this was a bus, or what — but I'm sure glad you are."

Others, aware that the bus would be running, waited for its announced schedule or called Transit Information to learn where they could board.

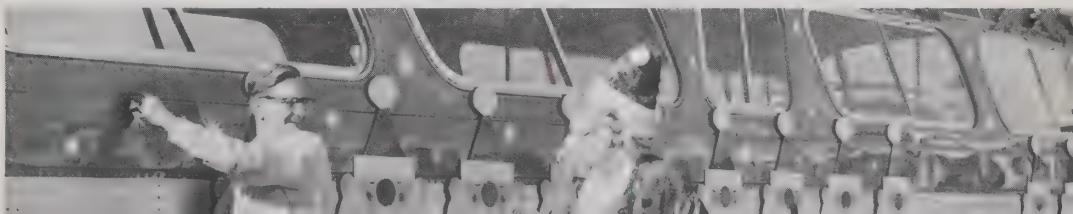
Passengers were able to ride the Santa Claus Express with payment of usual fare. Youngsters under five, accompanied by an adult could ride free — and many did.

The bus transformation, voted the best ever, was handled by maintenance department employees at the Emeryville Division, with Jack Rutherford and Ernie Passerella helping on the decoration and Carl Knutson making the cut-outs of Santa and holly leaves.

The Santas banded the bus on both sides, with each wearing glasses to better read the holiday message. The inside and outside of the bus was garlanded with holly and sprinkled with gold stars to twinkle in the background. Illuminated Santa heads gleamed on the front and rear.

The "Happy Holidays" message was expressed in Italian, Chinese, Spanish, Japanese, Hawaiian, Swedish, Norwegian, Danish, Russian, French, German, Mexican, Portuguese, Hindustani, Greek, Esperanto and English. Language departments at University of California aided in the interpretation.

WHO'S THIS? — Maintenance worker Jack Rutherford has on-the-job visit from Santa.



Whistle finally blows for driver, One of last of train-ferry veterans

One of the last of the bus drivers whose service goes back over four decades to train and ferry boat days has "pulled the pin" on his work with AC Transit.

Martin Flaherty, 65, with over 39½ years of service, will retire, effective Jan. 1.

Along with Billy and Johnny Hahn, he can count over 30 years of service on the rails. They are about the only drivers left who started in the middle 20's, stayed on to put the ferry boats to bed, and then served out their time on the trains until buses put the skids under rails in 1958.

Flaherty, who found it hard to "wrap-up a lifetime" in transportation, had a sentimental and appropriate reunion with the Hahn brothers on an old Key System "A" train, restored by Pacific Coast Chapter, Railway and Locomotive Historical Society.

Stored at the one-time Southern Pacific shops near the Bay Bridge toll plaza, the train served as a backdrop for photographs and shared memories.

When Flaherty came here from Ireland in 1925, he brought more than a brogue—he brought a dream of standing at the throttle of a steam locomotive as it tore along endless rails.

Waiting for Steam

He was waiting to get on a steam road when he took a job "on a temporary basis" with Key System in 1927.

"I'm still waiting," Flaherty admits. "The depression came along and I decided half a loaf was better than no bread."

After working on the street cars 13 months, Flaherty transferred to the trains as a brakeman and finally "got to at least hear the whistles blow."

Although he qualified as a motorman, he kept his seniority as a conductor and it was as the last conductor in charge of the last trains that he rode the final A train into memory on April 20, 1958.

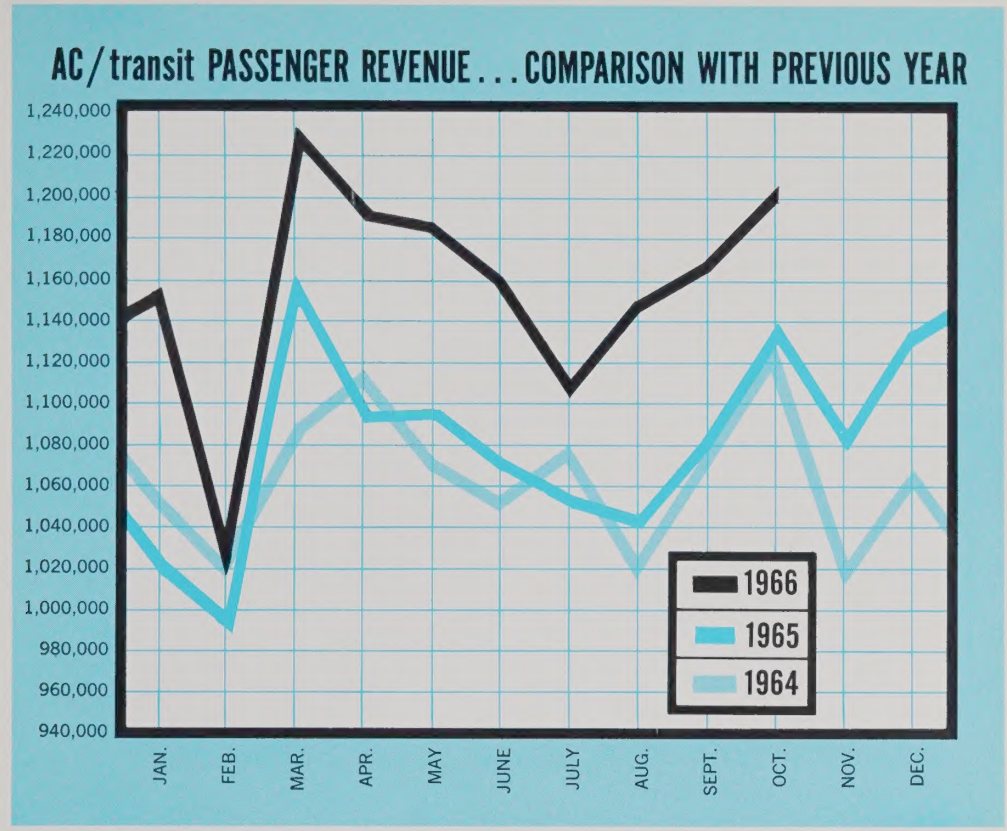
Flaherty, who maintains he didn't know how to drive a car until he learned to drive a bus, started out his motor coach career on a neighborhood hill run but soon found "it had too high altitudes."

Subsequently he drove on Line 42-Alameda-Piedmont; Line 59-76 Montclair and Line 12-Grand Ave.

"I've always enjoyed the public. I've enjoyed every minute and I hate to leave," Flaherty said.

He and his wife just came back from Ireland and he plans now to do a little home painting at 350 Alcatraz Ave., Oakland.

IN MEMORY — The cord and Ohmer fare register might be gone, but Martin Flaherty hasn't forgotten how to ring up fares and tickets. He spent 30 years on trains, 10 years driving.



Passenger revenue showed an increase in October, totaling $1,198,952, up $70,989 or 6.29 per cent over revenue reached the same month a year ago.

The number of passengers carried totaled 4,574,832, a decrease of 1.18 per cent over the year-ago figure of 4,629,404. Of the total, the rider count on East Bay lines was down 3.33 per cent, while transbay service continued to show a gain, with 5.59 per cent increase over passenger reports of October, 1965.

Transbay commute book sales were up, reaching $194,526, a boost of 6.5 per cent compared to last year.

The district operated 1,970,394 miles of service, up 23,156 miles or 1.19 per cent over a year ago. Operational costs reached $1,252,734, an increase of $81,743 or 6.98 per cent over the previous October.

Total income of $1,534,915 was sufficient to cover operational costs, depreciation and bond debt requirements.

The transit industry nationally indicated a riding decrease for the month of 0.7 per cent.

New Service links major Berkeley districts

New service for the Ashby and Dwight Way districts of Berkeley was inaugurated this month, by consolidating Line 65 and Line 74 into one line and adding new connecting routing. The line provides first direct bus transportation from the Ashby Ave. district to the California School for the Blind and from the Dwight Way district to the center of downtown Berkeley. The line will turn off Haste St. at Shattuck to loop into downtown. The District also improved service on Lines G and T, and cut back evening frequency on Line 7, due to alternate service provided by Line F.

At an adjourned regular meeting Nov. 23, the Board of Directors:

- Authorized sale of a small parcel of Richmond Division land to Bay Area Rapid Transit District for use as BARTD right of way, on motion of Vice President McDonnell.

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At a regular meeting Dec. 14, the Board of Directors:

- Authorized construction of passenger shelter on 14th St. at Broadway, Oakland, on motion of Vice President McDonnell.
- Approved modifications to employee pension plan, on motion of Director Copeland. (See story, Pg. 2).
- Authorized General Manager to explore feasibility of joint demonstration study with Federal government on use of two-way bus radio communications system, on motion of Director Copeland.
- Approved $15 increase in annual dues to Castro Valley Chamber of Commerce, on motion of Director Rinehart.
- Declared official results of recent election for District Board of Directors, on motion of Director Rinehart.
- Authorized General Manager to obtain quotation from Mund, McLaurin & Co., insurance analysts, for survey of District insurance coverage, on motion of Director Rinehart.

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New president elected by Carmen's Union

L. F. Bone, bus driver at Emeryville Division, was elected president of Division 192 of the Carmen's Union this month after a run-off election. He defeated F. L. Huffstutler to take the presidency held for two years by Louis V. Bailey.

In another run-off, E. A. Cordeiro was elected business agent of the operating department, assuming the post held by J. L. Vinson.

W. L. (Bill) Bailey won out as maintenance business agent, taking over the office held by Emil Scala for the past 18 years.

W. F. McClure, not involved in the run-off, was elected financial secretary-treasurer.

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